

A RESOLUTION PROVIDING COMMENTS ON THE 2035 LONG RANGE
TRANSPORTATION PLAN ALTERNATIVES ANALYSIS
Resolution No. 16/2008-09

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 and Planning Board have reviewed the alternatives analysis and provided comments for consideration by the Board of Aldermen.

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

- 1.
- 2.
- 3.
- 4.



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

SEPTEMBER 4, 2008

2035 Long Range Transportation Plan (LRTP): Alternatives Analysis

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

1. The LRTP's financial investments focus on fixed guideway, bus transit, and bicycle and pedestrian improvements and that highway investment is limited to those projects that support bus and bicycle use and ongoing maintenance.

Motion: Poulton; Second: Barton.

VOTE: AYES (8) Barton, Bell, Carnahan, Chadbourne, Clinton, Paulsen, Poulton, Seils; IYOES: (0);
ABSENTIEXCUSED: (3) Cook, Fritz, Warner; ABSTENTIONS: (0)

2. That the Town supports the recommendations of the Special Transit Advisory Commission' presented in the Regional Transit Vision Plan (2008) in light of the inclusion of express bus service, fixed guideway improvements, and commuter rail which will make it possible for citizens of Carrboro to reach regional employment centers and cultural opportunities.

Motion: Carnahan; Second: Bell

VOTE: AYES (8) Barton, Bell, Carnahan, Chadbourne, Clinton, Paulsen, Poulton, Seils; NOES: (0);
ABSENTIEXCUSED: (3) Cook, Fritz, Warner; ABSTENTIONS: (0)

3. That the fixed guideway, commuter rail shown in the map entitled "Transit Services in CTP" would be beneficial to Carrboro with the line extended from Carolina North to downtown Carrboro.

Motion: Clinton; Second: Paulsen

VOTE: AYES (8) Barton, Bell, Carnahan, Chadbourne, Clinton, Paulsen, Poulton, Seils; NOES: (0);
ABSENTIEXCUSED: (3) Cook, Fritz, Warner; ABSTENTIONS: (0)

4. That the bus transit service headways should be 5-7 minutes during peak hours and 7-15 minutes during off-peak hours and that service should be expanded in the evenings and on weekends and holidays.

Motion: Clinton; Second: Paulsen

VOTE: AYES (8) Barton, Bell, Carnahan, Chadbourne, Clinton, Paulsen, Poulton, Seils; IYOES: (0);
ABSENTIEXCUSED: (3) Cook, Fritz, Warner; ABSTENTIONS: (0)

5. That the Town supports policies that promote land use intensification which results in transit-oriented, mixed use, high-density, pedestrian-friendly, human scale development along existing travel corridors and at existing and new transit nodes.

Motion: Chadbourne; Second: Poulton

VOTE: AYES (8) Barton, Bell, Carnahan, Chadbourne, Clinton, Paulsen, Poulton, Seils; NOES: (0);
ABSENTIEXCUSED: (3) Cook, Fritz, Warner; ABSTENTIONS: (0)

6. That the Town supports Land Use Scenarios 4 ("Travel Corridors") and 5 ("Transit Compact Zone"), with the change that bicycle and pedestrian facilities and recommendations are elevated in importance in Section 5 by placing them under a new scenario sub-heading (for each scenario) entitled "Bicycle and Pedestrian Planning."

Motion: Bell; Second: Poulton

VOTE: AYES (8) Barton, Bell, Carnahan, Chadbourne, Clinton, Paulsen, Poulton, Seils; NOES: (0);
ABSENTIEXCUSED: (3) Cook, Fritz, Warner; ABSTENTIONS: (0)

7. That the DCHC MPO go beyond encouraging local governments to adopt transit- and pedestrian and bicyclist-supportive policy by materially rewarding, through financial or procedural incentives, local governments which adopt these policies.

Motion: Bell; Second: Paulsen

VOTE: AYES (8) Barton, Bell, Carnahan, Chadbourne, Clinton, Paulsen, Poulton, Seils; NOES: (0);
ABSENTIEXCUSED: (3) Cook, Fritz, Warner; ABSTENTIONS: (0)

8. That affordable housing incentives be included under Land Use policy directions in Scenarios 4 and 5.

Motion: Bell; Second: Chadboum

VOTE: AYES (8) Barton, Bell, Carnahan, Chadbourne, Clinton, Paulsen, Poulton, Seils; NOES: (0);
ABSENTIEXCUSED: (3) Cook, Fritz, Warner; ABSTENTIONS: (0)

9. That the Town supports enabling legislation which would expand local government options for funding transit and non-motorized transportation projects, subject to voter approval.

Motion: Bell; Second: Poulton

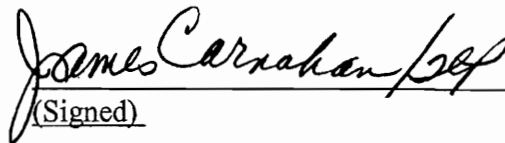
VOTE: AYES (8) Barton, Bell, Carnahan, Chadbourne, Clinton, Paulsen, Poulton, Seils; NOES: (0);
ABSENTIEXCUSED: (3) Cook, Fritz, Warner; ABSTENTIONS: (0)

10. That the Town finds the following missing from the August 13, 2008 LRTP Alternatives Analysis Report:

- a. Recognition of the impacts of pass-through traffic from the west,
- b. Recognition of and need to address in analysis bicyclists' safety on overcrowded secondary roads,
- c. The need to routinely accommodate bicyclists and pedestrians in all new road improvements, and
- d. Establishment of a floor for investments to bike/ped transportation improvements based on an increase in the percentage of total funds available.

Motion: Poulton; Second: Paulsen

VOTE: Ayes (8) Barton, Bell, Carnahan, Chadbourne, Clinton, Paulsen, Poulton, Seils; NOES: (0);
ABSENTIEXCUSED: (3) Cook, Fritz, Warner; ABSTENTIONS: (0)


(Signed)

September 5, 2008
(Date)



TOWN OF CARRBORO

Transportation Advisory Board

301 West Main Street, Carrboro, North Carolina 27510

RECOMMENDATION

SEPTEMBER 4, 2008

2035 Long Range Transportation Plan (LRTP): Alternatives Analysis

Heidi Perry moved and seconded by Dave Deming that the Transportation Advisory Board recommends that the Board of Aldermen offer the following comments to the Transportation Advisory Committee of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO):

The transportation funding areas the Town would like to see emphasized include fixed guideway for bus transit, bus rapid transit, bicycle infrastructure, and pedestrian infrastructure.

The Town of Carrboro supports land use policies that would further the above transportation recommendations, such as those presented in Scenario 4-Travel Corridors, and Scenario 5-Transit Compact Zones.

VOTE: AYES: (4) Perry, Hileman, Deming, Schwing, Amoni; NOES: (0);
ABSENT/EXCUSED: (0); ABSTENTIONS: (0)

<u>Charlie Hileman</u>	<u>09/05/08</u>
(Signed)	(Date)

Guide to Reviewing the 2035 Long Range Transportation Plan Alternatives Analysis Report

Goal: To provide feedback to the MPO about the mix of transportation service that Carrboro would like to see for the Durham-Chapel Hill-Carrboro region of the Triangle. This information will be used to select a “preferred option” that will determine what transportation components will be included in the 2035 LRTP.

Questions to consider:

1. In general terms, what should be the focus of the 2035 LRTP financial investment: highway, fixed guideway, bus, bicycle/pedestrian? Or what should be the mix?
2. Should the recommendations from the Special Transit Advisory Commission (STAC) be included (note that there are no fixed guideway corridors planned for Carrboro; the STAC recommendations do include local bus circulators that serve the fixed guideway corridors and get people to the fixed guideway system).
3. What level of service is Carrboro interested in for bus transit? Page 1-5, the Bus Transit column, shows how the level of bus transit service varies by transit system (peak and off-peak headways, moderate or major route expansion).
4. What land use policy directions should the MPO support (see section 5 of the report)?
5. What revenue options does Carrboro support (see chapter 3 of the report)?

Notes:

1. The preferred option will likely be a hybrid of the transportation systems summarized on page 1-5 of the report.
2. Page 1-5 is intended to provide an idea of what each transportation system could include. Pages 4-20 through 4-35 detail which highway components and which transit components were modeled for each transportation system. In brief:
 - a. Carrboro’s streets that are proposed for the 2035 LRTP are listed in the table that begins on page 4-20. See the following “Old IDs” in the table: 6, 7, 17, 18, 33, 36, 51, 96, 97. These are proposed new roads or road improvements to existing roads, and are based on Carrboro’s Connector Roads Policy and the Local TIP Priority list.
 - b. All of Carrboro’s roads in the highway table have been modeled in ALL of the transportation systems (2030 LRTP, CTP, intensive highway, intensive fixed guideway, intensive bus transit, moderate multimodal) EXCEPT for the Seawell School connector, which was only modeled in the 2030 LRTP, CTP and Intensive Highway systems.
 - c. The regional transit network is detailed on pages 4-26 through 4-35 and is based on the existing transit systems, the in-process Long Range Transit Plan for CHT, and the STAC recommendations.
 - d. The bicycle network is not included in the model, though is part of the LRTP (see the last two alternatives maps in section 4). Carrboro’s bicycle network is based on the in-

process bicycle transportation plan, though only the projects that involve infrastructure are displayed on the map – sharrows, which are pavement markings, are not shown.

3. Section 2 of the report details the results of the model runs in the form of performance measures and evaluation measures. Pages 2-3 through 2-8 show how the different scenarios performed relative to the targets that were set by the Transportation Advisory Committee (TAC). Pages 2-10 through 2-21 show the impact of each scenario relative to the existing + committed transportation network (i.e., if no additional investments were made in the transportation system such that the transportation network of 2035 would look like what is existing today, plus anything that has already been committed to). Note that these results are region-wide.
4. Page 2-23 provides an overview of the congestion maps. None of the alternatives provide complete relief from congested roads in Carrboro. The scenario that seems to show the most relief is the “intensive highway + constrained growth” scenario. This is partly because the output is only as good as the inputs – meaning that Carrboro’s current zoning and absence of a comprehensive land use plan limit the ability to take advantage of the corridor and transit node land use scenarios.