

A RESOLUTION RECEIVING ADDITIONAL PUBLIC COMMENTS ON A
REVISED DESIGN FOR SMITH LEVEL ROAD IMPROVEMENTS
Resolution No. 07/2010-11

WHEREAS, planning activities related to improvements to Smith Level Road in Carrboro have occurred since the 1980s;

WHEREAS, the Smith Level Road corridor has been identified as a priority for the Town;

WHEREAS, under Transportation Improvement Program project #U-2803, the North Carolina Department of Transportation (NCDOT) has proposed a revised design for improvements to Smith Level Road from the Town limits south of Woodcrest Drive to the Morgan Creek bridge;

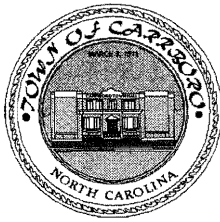
WHEREAS, the Board of Aldermen received public comments and additional project information at public hearings on April 27 and June 1 of this year; and

WHEREAS, NCDOT has proposed certain changes to the revised design considered at the June 1 public hearing continuation;

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Board of Aldermen receives the staff report and additional public comments on the revised design for Smith Level Road.

BE IT FURTHER RESOLVED by the Carrboro Board of Aldermen that:

1. _____
2. _____
3. _____



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DELIVERED VIA: HAND MAIL FAX EMAIL

DATE: September 3, 2010

TO: Steven Stewart, Town Manager
Mayor and Board of Aldermen

FROM: Patricia McGuire, Planning Administrator
Jeff Brubaker, Transportation Planner

RE: Smith Level Road (TIP #U-2803): April 27 and June 1, 2010, public hearing follow-up report

Background

NCDOT is proposing a revised design for improvements to Smith Level Rd. from the Town limits south of Woodcrest Dr. to the Morgan Creek bridge (Bridge No. 88). The improvements comprise State Transportation Improvement Program (TIP) project #U-2803.

The Board of Aldermen received public input on the revised design at a public hearing on April 27 and June 1, 2010 (*Attachment G*). At the June public hearing continuation, the Board adopted a resolution continuing the public hearing on September 7, 2010, and referring additional questions on the revised design for staff review. Town staff have communicated with NCDOT to address these questions (*Attachment E*). Specifically, a meeting with NCDOT and Town staff was held on August 30. In response, NCDOT has modified the revised design, which will be presented prior to the September meeting.

Informational materials from past meetings can be found at the following links:

- April 27 – http://townofcarrboro.org/BoA/Agendas/2010/04_27_2010.htm
- June 1 – http://townofcarrboro.org/BoA/Agendas/2010/06_01_2010.htm

This memo will not repeat all of the information from these previous meetings.

A detailed project map will be presented at the continued public hearing on Tuesday evening.

The Board of Aldermen requested NCDOT response to questions and comments from the June 1 resolution. The questions/comments are listed below along with a summary of NCDOT's response and additional information from Town staff.

1. Provide further justification for the no left turn out of Willow Oak vs. left turns out of BPW Club Road.

Summary of NCDOT response: NCDOT has reaffirmed the existing design based on safety justifications provided previously and cannot support a full-movement crossover that would allow eastbound left turns from Willow Oak Ln. onto Smith Level Rd.

The revised design originally proposed a right-in/right-out at the Smith Level-Willow Oak intersection, closing the median to left turns into and out of Willow Oak Ln. Before the April 27 public hearing, a directional crossover was added to the design, allowing northbound left turns onto Willow Oak Ln. At the meeting, the Board of Aldermen asked whether allowing eastbound left-turns onto Smith Level Rd. was possible (i.e. a full-movement or all-movement crossover).

NCDOT affirmed the intersection design for the June 1 continuation, citing two justifications for prohibiting a full-movement crossover:

- A. Prohibition of left-turn movements via a raised median reduces vehicle conflict points and results in reduced crashes. This benefit is described in *Access Management in the Vicinity of Intersections*, a research summary by the Federal Highway Administration (FHWA).¹ The paper's purpose is "to provide an overview of safety considerations in the design, implementation, and management of driveways near traditional intersections" (p. 1). It reports:

Non-traversable medians separate opposing directions of travel, significantly reducing the potential for head-on crashes and physically eliminating or limiting where left-turns and crossing movements across the median can occur... Non-traversable medians generally result in an overall crash reduction of approximately 35 percent as compared to undivided roadways. (p. 5)

- B. The minimum spacing requirements for full-movement crossovers is 1200 feet, according to the NCDOT Roadway Design Manual.² Chapter 1 of the manual states:

All -movement crossovers shall not be spaced any closer than **1200 feet** apart on divided highways with posted speed of 45 mph and less. Where this spacing requirement is not met and there is a defined need for left-turn access, then a directional crossover will be considered" (p. 1-6J).

The distance between the full-movement crossover at BPW Club Rd. is 1020 feet, falling 180 feet below the threshold.

During further discussion of the question, NCDOT has also cited information that relates to the travel time comparison of making a left turn at Willow Oak Ln. versus making a

¹ <http://safety.fhwa.dot.gov/intersection/resources/fhwasa10002/fhwasa10002.pdf>

² <http://www.ncdot.org/doh/preconstruct/altern/value/manuals/designmanual.html>

right-turn and then a U-turn on BPW Club Rd. According to NCDOT, the Smith Level-Willow Oak intersection's congestion at peak hours means that vehicles making eastbound left turns may incur limited or negative travel time savings compared with the right-turn/U-turn alternative. The environmental assessment conducted for the road project modeled intersection level-of-service (LOS). The model results show "F" LOS (i.e. long delays) during peak hours for eastbound left turns from Willow Oak Ln. now and in the future.³

At the June 1 meeting, responding to additional public comments, the Board asked for further justification of the eastbound left turn prohibition. NCDOT has since reaffirmed the current median break design prohibiting eastbound left turns onto Smith Level Rd. – based on the reasons above – and cannot support a full-movement crossover. In a follow-up meeting, Town staff asked if a full-movement crossover was possible on the condition that it be closed if the Town requests a widening in the future. NCDOT staff stated the current situation is unsafe and provided examples of existing locations elsewhere in the state where similar turning opportunities have been removed. NCDOT staff noted that a full-movement crossover could only be considered if the median was substantially wider than that included in the current plans. The median width has been minimized to reduce r/w impacts of the roadway on adjoining properties.

A directional crossover allowing northbound left turns from Smith Level Rd. onto Willow Oak Ln. is provided in the most recent plans. This will benefit the estimated 50 vehicles per day that make these turns. However, having this left turn storage means less landscaping in the median and elimination of a crosswalk on the southern side of the intersection. A fully-closed median (i.e. right-in/right-out) would provide refuge for this crosswalk whereas in a directional or full-movement design, it would be a left turn lane.

2. Why is so much clearing needed, and is it possible to acquire the right-of-way without clearing it?

Summary of NCDOT response: Clearing is based on the construction limits of the project. It is not practicable to acquire significant additional right-of-way that is not part of the project.

The existing ROW width of the two-lane, median-divided segment between the Morgan Creek Bridge and BPW Club Rd. is approximately 90-95 ft. Therefore, the revised design proposed minimal right-of-way acquisition between BPW Club Rd. and the Morgan Creek Bridge except for sight distance purposes at the intersections.

Right-of-way is based on the project design. It is not practicable to acquire significant additional ROW that is not part of a project. NCDOT has stated that clearing will be done up to the slope stake line or construction limit. Roadway design standards call for

³ Model results are shown in the 2008 environmental assessment, available at: http://townofcarrboro.org/PZI/PDFs/U-2803_SEA_FONSI_Electronic_Copy_Final.pdf (p. 7). Note: the environmental assessment is being updated based on plan revisions.

design engineers to “[s]et right of way or easements a minimum distance of 5’ to 15’ beyond the construction limits”.⁴ Therefore, although it may be technically possible, it is not general practice to acquire more right-of-way than is dictated by the construction limits. The construction limits are influenced by the number of lanes, presence of a median, presence of bike lanes and sidewalks, need for a vehicle recovery area, etc.

3. Is NCDOT willing to build sidewalks closer to road if the Town agrees to pay for the cost of moving the sidewalk if the Town requests future road improvements?

Summary of NCDOT response: Yes. The cross-section for the two-lane, median-divided section has been modified to curb-and-gutter and reduced in width, contingent on such an agreement.

The cross-section for the two-lane, median-divided segment between the Morgan Creek Bridge and BPW Club Rd. has been modified to a curb-and-gutter design (*Attachment D*). It has been reduced in width by 26 ft., from 99.5 to 73.5 ft. *The curb-and-gutter design is being provided on the condition that the Town accepts responsibility for funding curb-and-gutter relocation in the event that the Town requests that the road be widened in the future.* The cost estimate for this relocation is \$240,000. This would be addressed in the Municipal Agreement for the project.

The curb-and-gutter design requires no ROW acquisition, except sight distance, and a smaller construction easement footprint than the shoulder section. The modified design also requires less drainage-related ROW acquisition on BPW Club Rd.

The reduction in width is made possible by the elimination of the vehicle recovery area.⁵ There is a 2-foot buffer between back of curb and sidewalk. Bike lane and sidewalk width (5 ft.), vehicle lane width (11 ft.), and median width (17.5 ft.) have not changed. (Median width is discussed more below.)

4. Present TAB comments to NCDOT for reaction

The TAB recommendation is in *Attachment C*. The recommendations are listed below along with a summary of the NCDOT response.

- a) Extend the sidewalks to reach the ends of the project and to connect to existing sidewalks.

Summary of NCDOT response: A sidewalk is not provided on the east side of Smith Level Rd. north of Willow Oak Ln. because there is no sidewalk on the east side of the Morgan Creek Bridge (in Chapel Hill’s jurisdiction).

⁴ <http://www.ncdot.org/doh/preconstruct/altern/value/manuals/RDM2001/part2/chapter9/pt2ch9.pdf>

⁵ Vehicle recovery areas are specified in the NCDOT *Roadway Design Manual*:

<http://www.ncdot.gov/doh/preconstruct/altern/value/manuals/RDM2001/part1/chapter1/pt1ch1.pdf> (p. 1-4N).

The best place to terminate the eastern sidewalk is in proximity to a logical, marked crossing as is provided at Willow Oak Ln., where a sidewalk will be in place that continues north across the bridge. If Morgan Creek Greenway development progresses and a connection to the greenway becomes available during the time Smith Level Rd. improvements are underway, NCDOT staff stated that a sidewalk would be added to the project without too much difficulty. However, this could be a funding issue for the Town in trying to provide the required 30 percent cost-share.

- b) Extend the sidewalk from Woodcrest Dr. on both sides of Smith Level Rd. to the beginning of the project.

Summary of NCDOT response: A sidewalk has been added on the west side (see above). The sidewalk on the east side terminates in a logical location at the Woodcrest Dr. intersection. The appropriate time to connect beyond this point is when a future project, including a sidewalk further south on Smith Level Rd., is planned.

- c) If there is a way to reduce the footprint of the project, we think it would be a better, more attractive, less expensive, and more environmentally sound project. It would save trees and personal property. We recommend that the sidewalks be located between 4 to 6 feet from the road to help reduce the footprint of the project while providing a buffer for pedestrians.

See **Board Question 3** and NCDOT response.

- d) We would like to see the landscaping plan for the median. We recommend that the plan include trees, and that the trees be planted along the sides of the project where existing trees are removed.

Summary of NCDOT response: Landscaping plans are not available until later in the project development process. Projects usually include 0.75 percent of total project funds for landscaping. A separate contract is usually signed with a landscaper after construction activities have been completed. The Town's landscaping goals can be addressed in the Municipal Agreement.

- e) We are in favor of the construction of the roundabout, but we would like to see it modified in order to increase the deflection of the approaches...

Summary of NCDOT response: NCDOT staff believe the roundabout splitter islands are appropriately designed. No changes have been made.

- f) Given the small number of reported accidents that have occurred at the Willow Oak-Smith Level intersection in the past few years, we do not see the necessity of prohibiting left turns at this intersection and would suggest that left turns be allowed.

See **Board Comment 1** and NCDOT response.

- g) At the Villages Apartments driveway, remove a portion of the center turn lane and replace it with a refuge island. The center turn lane serves no purpose, and the intersection is close to a retirement community. The island would facilitate crossing for these residents.

Summary of NCDOT response: Two pedestrian refuge islands between Culbreth Rd. and the Villages Apts. driveway have since been added to the design.

- h) Heading north on Smith Level Rd., at the beginning of the descent (at the intersection of BPW Club Rd.), we recommend posting a "Bikes may take full lane" sign to allow those bikes that are keeping pace with traffic to take the lane when descending.

Summary of NCDOT response: Discussion of this and other MUTCD-approved signage can take place at the time the project is nearing completion.

- i) At each signalized intersection with pedestrian signals, crossing time (pedestrian interval) should be adjusted to accommodate the pace of children, older adults, and citizens with disabilities.

Summary of NCDOT response: Pedestrian crossing speed used to gauge crossing time has been reduced from 4 to 3.5 ft./s. After project completion, if any adjustment is needed, the Town should communicate with the Town of Chapel Hill and NCDOT staff involved in signal system maintenance.

5. Is it possible to build curb and gutter instead of a vehicle recovery lane?

See **Board Question C** and NCDOT response.

6. What is the cost of curb and gutter vs. acquiring the right-of-way?

Summary of NCDOT response: At the time of this writing, NCDOT has not provided an itemization of curb-and-gutter costs. As mentioned above, NCDOT staff estimate that the cost of replacing the curb and gutter (requested by the Town in lieu of a shoulder/vehicle recovery area/ swale cross-section) is approximately \$240,000.

7. Is it possible to reduce or remove the median from the design?

Summary of NCDOT response: NCDOT feels the median is appropriate and necessary for a safe roadway design.

In response to the possibility of reducing the median width, for safety reasons, medians allowing left turns must be wide enough to accommodate the width of vehicles. NCDOT guidelines stipulate a minimum median width of 16 ft. if it will have directional

crossovers like the one currently proposed at Willow Oak Ln.⁶ For the two-lane, divided section, NCDOT is proposing a 17.5 ft. median width (*Attachment D*).

8. That a map showing the aerial view of the tree canopy be provided with the project/right-of-way boundary overlaid

Summary of NCDOT response: NCDOT has provided a map with an aerial view of the tree canopy and the project right-of-way and construction easement outlines overlaid.

The map will be presented at the Sept. 7 meeting.

9. Road safety audits: what are the cost and time requirements

A road safety audit is "the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team."⁷ Staff consulted three road safety professionals versed in Road Safety Audits (RSAs) to obtain an estimate of the cost and time required to complete one for the Smith Level Rd. design.

Cost: ranging from \$5,000 to \$16,000. Typically, RSAs are around \$15,000, but for shorter road segments (i.e. Smith Level Rd.) the \$5,000 to 10,000 range may be more appropriate.

Time: ranging from 4-6 weeks to 9 months, depending on staff availability and what is included in the report. Road safety audits typically include:

- Forming an interdisciplinary audit team
- Pre-audit meetings to review design
- Data gathering and analysis
- Preliminary findings meetings
- 2-3 full days of field testing (walking the road in question)
- Public and stakeholder input
- Follow-up meetings with stakeholders
- Preparing the audit report
- Project owner (in this case, NCDOT) reviews audit report and incorporates findings into project design where appropriate

A chart describing a typical RSA process is in *Attachment F*. In light of the process that has taken place and the changes that have been made to the plans to address citizen and Town concerns over the course of the design effort for this project, the potential benefit of such an audit to the Smith Level Road project is not entirely clear. Also unclear is who would pay for the audit and whether its activities could be undertaken without causing delays to the project scheduling. Staff is working to provide additional information on this, should questions arise Tuesday evening.

⁶ See NCDOT *Roadway Design Manual*, Ch. 1, 1-6J:

<http://www.ncdot.org/doh/preconstruct/altern/value/manuals/RDM2001/part1/chapter1/pt1ch1.pdf>.

⁷ FHWA website: <http://safety.fhwa.dot.gov/rsa/>

Other notes

- At the previous meetings, there were citizen and Board of Aldermen questions about the possibility of an “acceleration” lane for vehicles making left turns from Willow Oak Ln. This is not typically done on a minor arterial, and there may be serious safety issues with doing so. It is more characteristic of limited-access highways.
- At the April 27 meeting, there was a comment suggesting that you can make a left turn even during heavy traffic queues because motorists on Smith Level Rd. stop as a courtesy. Assuming that this will happen could have serious safety implications. Motorists stopping as a courtesy in one-direction could induce a left-turn into fast-moving traffic in the other direction that does not stop and cause a potentially serious accident.

TOWN OF CARRBORO
TRANSPORTATION ADVISORY BOARD
RECOMMENDATION

May 20, 2010

SUBJECT: Smith Level Road (TIP Project U-2803)

MOTION: The Transportation Advisory Board makes the following recommendation:

In general, we feel this plan is much better than previous plans. However, we do have some concerns and recommend the following conditions:

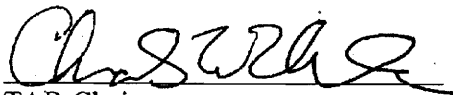
1. Extend the sidewalks to reach the ends of the project and to connect to existing sidewalks.
2. Extend the sidewalk from Woodcrest Dr. on both sides of Smith Level Rd. to the beginning of the project.
3. If there is a way to reduce the footprint of the project, we think it would be a better, more attractive, less expensive, and more environmentally sound project. It would save trees and personal property. We recommend that the sidewalks be located between 4 to 6 feet from the road to help reduce the footprint of the project while providing a buffer for pedestrians.
4. We would like to see the landscaping plan for the median. We recommend that the plan include trees, and that the trees be planted along the sides of the project where existing trees are removed.
5. We are in favor of the construction of the roundabout, but we would like to see it modified in order to increase the deflection of the approaches (see Attachment A).
6. Given the small number of reported accidents that have occurred at the Willow Oak-Smith Level intersection in the past few years, we do not see the necessity of prohibiting left turns at this intersection and would suggest that left turns be allowed.
7. At the Villages Apartments driveway, remove a portion of the center turn lane and replace it with a refuge island. The center turn lane serves no purpose, and the intersection is close to a retirement community. The island would facilitate crossing for these residents.
8. Heading north on Smith Level Rd., at the beginning of the descent (at the intersection of BPW Club Rd.), we recommend posting a "Bikes may take full lane" sign to allow those bikes that are keeping pace with traffic to take the lane when descending.

- 9. At each signalized intersection with pedestrian signals, crossing time (pedestrian interval) should be adjusted to accommodate the pace of children, older adults, and citizens with disabilities.

Moved: Brown

Second: Perry

VOTE: Ayes (7): Hileman, Brown, Perry, LaJeunesse, Krasnov, Michler, Pergolotti. Nays (0). Abstain (0). Absent (0).


TAB Chair

5 / 27 /10
DATE

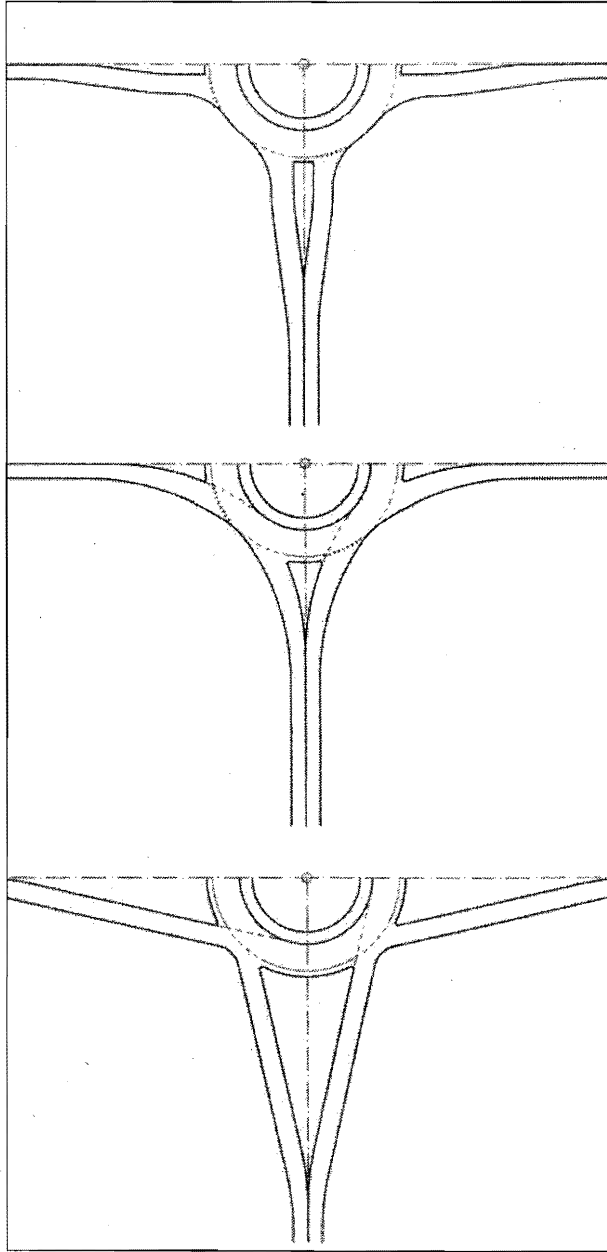
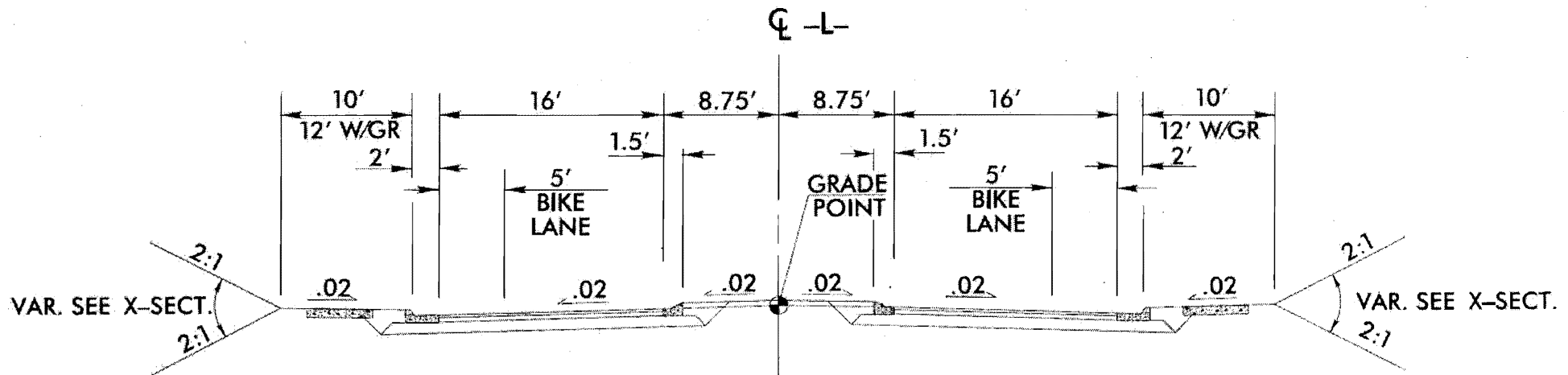


Figure 15: Design of the kerblines of the splitter island

If there is a (very) wide splitter island or refuge ($> 3\text{m}$, which can be beneficial to the capacity, see section 4.7), it is advisable to increase the diameter of the roundabout in order to create enough deflection on entry. Up to 30 m, the outer radius of a roundabout has little influence on speed and therefore on road safety.



2-LANE DIVIDED CURB & GUTTER SECTION

PROPOSED SMITH LEVEL ROAD TYPICAL SECTION



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DELIVERED VIA: HAND MAIL FAX EMAIL

DATE: July 13, 2010

TO: Brenda L. Moore, PE, Project Engineer, NCDOT
Ed Lewis, Public Involvement/Community Studies Supervisor, NCDOT

CC: Steven Stewart, Town Manager, Town of Carrboro
Mike Mills, Division Engineer, NCDOT Division 7
Eric Midkiff, Project Development Unit Head, NCDOT Central Region
Jim Dunlop, PE, Congestion Management Engineer, NCDOT

FROM: Jeff Brubaker, Transportation Planner, Town of Carrboro
Patricia McGuire, Planning Administrator, Town of Carrboro

RE: U-2803: Smith Level Road public hearing

The purpose of this memo is to follow up on the Carrboro Board of Aldermen's June 1 public hearing continuation on the Smith Level Rd. project.

At the June 1 meeting, the Board of Aldermen received a staff report addressing questions raised at the April 27 public hearing. The Board identified additional questions to be answered by NCDOT by the next public hearing continuation on September 7, 2010. These questions are:

1. Provide further justification for the left turn prohibition out of Willow Oak Ln.
2. Why is so much clearing required, and is it possible to acquire ROW but not clear?
3. Is NCDOT willing to build sidewalks closer to the road if the Town agrees to pay for the cost of moving the sidewalk in the event that the Town requests future road improvements?
4. Please respond to each of the comments in the Carrboro TAB recommendation (Attachment A).
5. Is it possible to build curb & gutter instead of a vehicle recovery lane?
6. What is the cost of installing curb & gutter versus acquiring ROW?
7. Is it possible to reduce or remove the median from the design?
8. Provide a map showing an aerial view of the tree canopy with the project/ROW boundary overlaid.

We are glad to work with you to address these questions and would like to hold a follow-up meeting in the next few weeks to go over them. We are able to host this meeting but would also be open to meeting at NCDOT offices if desired. For hearing or viewing the full June 1 Board meeting, audio and video of the June 1 meeting are available at: http://townofcarrboro.org/BoA/Agendas/2010/06_01_2010.htm.

Finally, a group of Carrboro residents is interested in setting up a "walkabout" of parts of the Smith Level Road corridor and wants to invite NCDOT staff. Please let me know your interest in going on this walkabout and I will follow-up with you after hearing dates and times from the residents group.

If you need clarification on any of the items above, please contact Jeff Brubaker (919-918-7329; jbrubaker@townofcarrboro.org).

TOWN OF CARRBORO
TRANSPORTATION ADVISORY BOARD
RECOMMENDATION

May 20, 2010

SUBJECT: Smith Level Road (TIP Project U-2803)

MOTION: The Transportation Advisory Board makes the following recommendation:

In general, we feel this plan is much better than previous plans. However, we do have some concerns and recommend the following conditions:

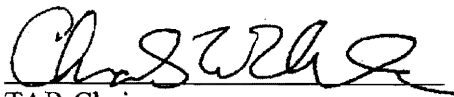
1. Extend the sidewalks to reach the ends of the project and to connect to existing sidewalks.
2. Extend the sidewalk from Woodcrest Dr. on both sides of Smith Level Rd. to the beginning of the project.
3. If there is a way to reduce the footprint of the project, we think it would be a better, more attractive, less expensive, and more environmentally sound project. It would save trees and personal property. We recommend that the sidewalks be located between 4 to 6 feet from the road to help reduce the footprint of the project while providing a buffer for pedestrians.
4. We would like to see the landscaping plan for the median. We recommend that the plan include trees, and that the trees be planted along the sides of the project where existing trees are removed.
5. We are in favor of the construction of the roundabout, but we would like to see it modified in order to increase the deflection of the approaches (see Attachment A).
6. Given the small number of reported accidents that have occurred at the Willow Oak-Smith Level intersection in the past few years, we do not see the necessity of prohibiting left turns at this intersection and would suggest that left turns be allowed.
7. At the Villages Apartments driveway, remove a portion of the center turn lane and replace it with a refuge island. The center turn lane serves no purpose, and the intersection is close to a retirement community. The island would facilitate crossing for these residents.
8. Heading north on Smith Level Rd., at the beginning of the descent (at the intersection of BPW Club Rd.), we recommend posting a "Bikes may take full lane" sign to allow those bikes that are keeping pace with traffic to take the lane when descending.

9. At each signalized intersection with pedestrian signals, crossing time (pedestrian interval) should be adjusted to accommodate the pace of children, older adults, and citizens with disabilities.

Moved: Brown

Second: Perry

VOTE: Ayes (7): Hileman, Brown, Perry, LaJeunesse, Krasnov, Michler, Pergolotti. Nays (0). Abstain (0). Absent (0).


TAB Chair

5 / 27 /10
DATE

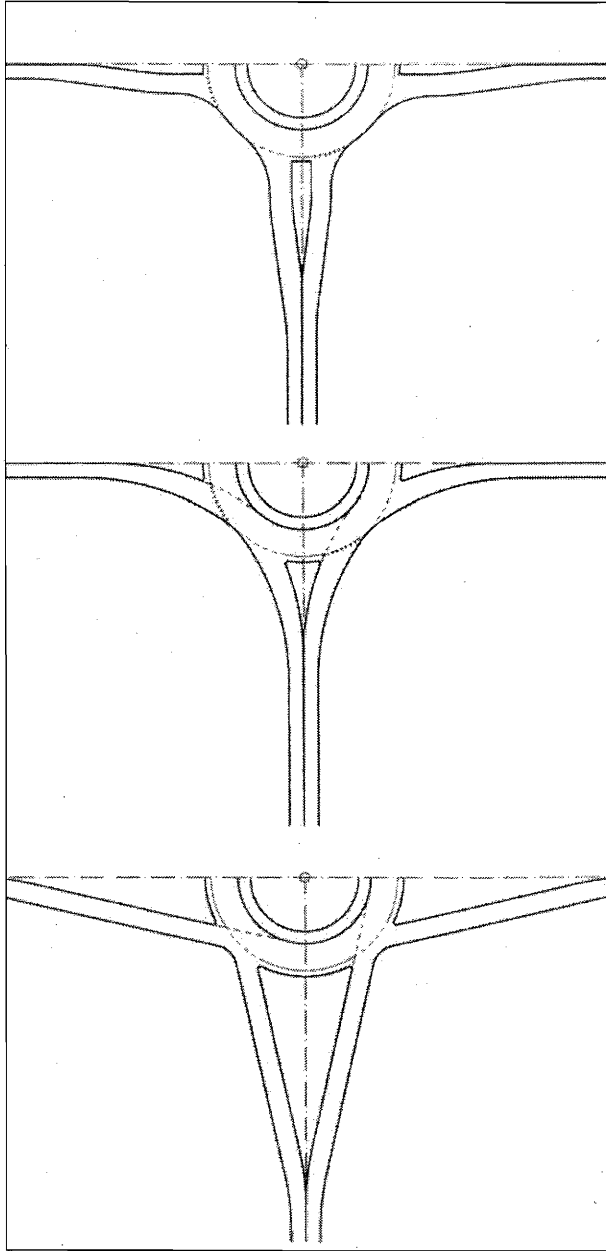
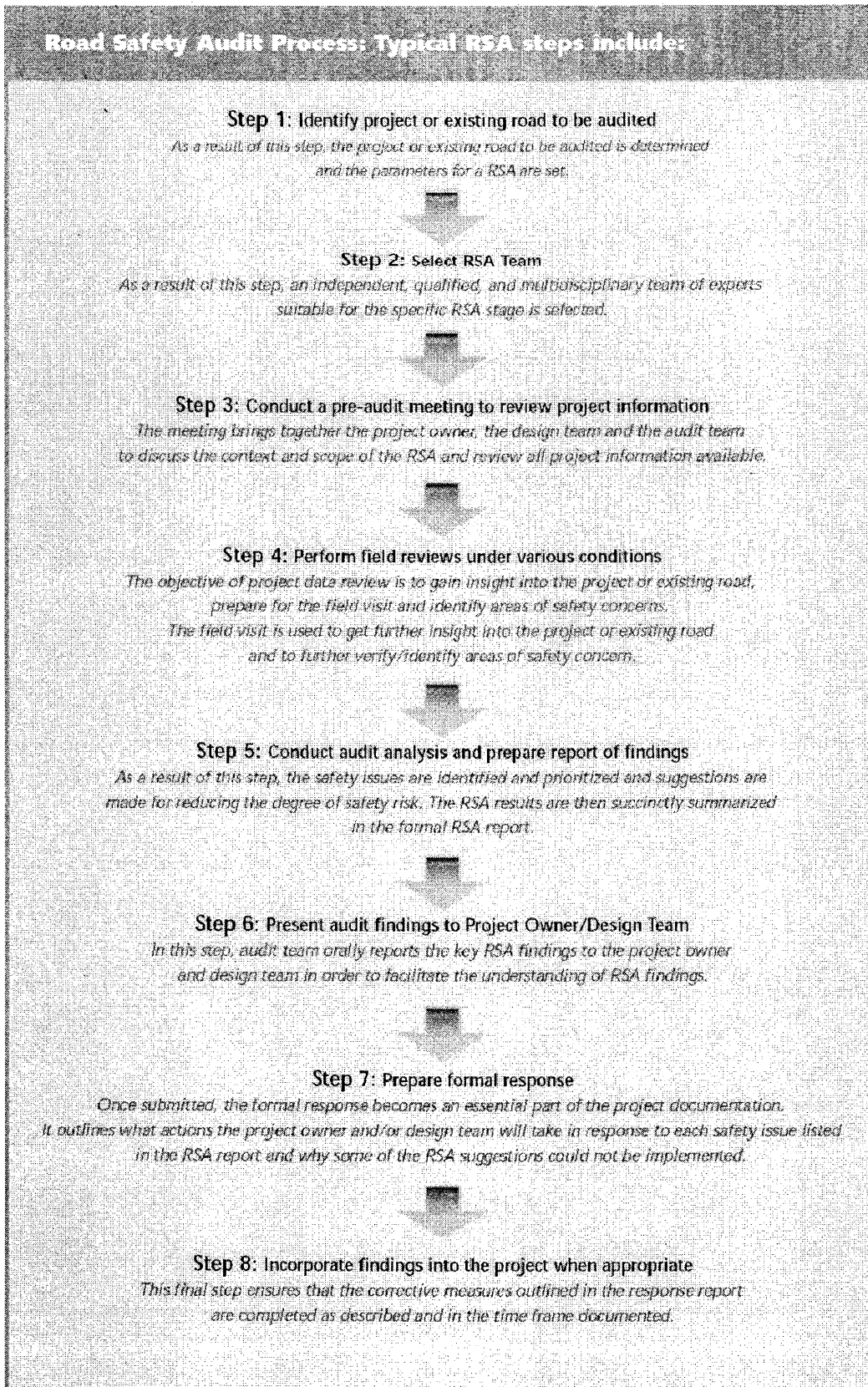


Figure 15: Design of the kerblines of the splitter island

If there is a (very) wide splitter island or refuge ($> 3\text{m}$, which can be beneficial to the capacity, see section 4.7), it is advisable to increase the diameter of the roundabout in order to create enough deflection on entry. Up to 30 m, the outer radius of a roundabout has little influence on speed and therefore on road safety.

Source: FHWA Road Safety Audit Guidelines
(http://safety.fhwa.dot.gov/rsa/guidelines/documents/FHWA_SA_06_06.pdf)



CONTINUATION OF A PUBLIC HEARING ON A REVISED DESIGN FOR SMITH LEVEL ROAD IMPROVEMENTS

The purpose of this item was to continue the public hearing on a revised design for Smith Level Road improvements (TIP #U-2803) proposed by the North Carolina Department of Transportation (NCDOT).

Jeff Brubaker, the town's Transportation Planner, made the presentation.

Allen Wibel showed slides of the existing road and right-of-way along Smith Level Road.

Linda Levitz, a resident of Berryhill stated that children walk through the neighborhood – not along the road.

Jason Henning, resident of Berryhill, stated that building bikeways and sidewalks in exchange for a tree line does not seem in character with the town, that the improvements will have a negative financial impact on his home and that of his neighbors and will affect the quality of life for his family. He asked for information on the radius of the roundabout and the safety of roundabouts vs. protected crosswalks. He challenged the median because of the safety record for Smith Level Road.

Terri Buckner requested a bicycle and pedestrian audit by UNC Highway Safety Research Center.

Gregory Dido, A resident of Berryhill, expressed concerned about children walking on a road without curbs.

Charlie Hileman, speaking for Tom High, stated that Mr. High likes the plan, and suggested that large trees be planted along the sidewalk to enhance the beauty of the road, in addition to making it harder for NCDOT to change its plans for the road in the future.

Charlie Hileman stated that the current conditions on Smith Level Road are terrible for walkers and cyclists. He stated that we have to work with NCDOT to get the improvements done. He stated that this is the compromise that NCDOT has given the town.

Heidi Perry, a member of the Transportation Advisory Board, asked that NCDOT reduce the footprint of the project slightly.

MOTION WAS MADE BY DAN COLEMAN AND SECONDED BY RANDEE HAVEN-O'DONNELL TO REFER THE FOLLOWING REQUESTS TO NCDOT WITH A REQUEST FOR A RESPONSE AT THE SEPTEMBER 7, 2010 BOARD OF ALDERMEN'S MEETING:

- Provide further justification for the no left turn out of Willow Oak vs. left turns out of BPW Club Road
- Why so much clearing is needed, and is it possible to acquire the right-of-way without clearing it
- Is NCDOT willing to build sidewalks closer to the road if the town agreed to pay for the cost of moving the sidewalk if the town requests future road improvements
- That NCDOT respond to the TAB's recommendations
- Is it possible to build curb and gutter instead of a vehicle recovery lane
- What the cost of curb and gutter is vs. acquiring the right-of-way
- Is it possible to reduce or remove the median from the design
- That a map showing the aerial view of the tree canopy be provided with the project/right-of-way boundary overlaid

MOTION WAS MADE BY JACQUELYN GIST AND SECONDED BY JACQUELYN GIST TO EXCUSE MAYOR CHILTON FROM THE REMAINDER OF THE MEETING DUE TO ILLNESS. VOTE: AFFIRMATIVE ALL