

**US 64 - NC 49 CORRIDOR STUDY
CORRIDOR DEVELOPMENT TEAM (CDT) MEETING #1 SUMMARY**

**November 12, 2003
10:00 a.m. to 1:00 p.m.
Randolph County Office Building
725 McDowell Road, Asheboro, NC**

Prepared by: PBS&J

Organizations were represented by the following meeting attendees:

US 64 – NC 49 Project Team

Jamal Alavi	NCDOT - SWP
David Wasserman	NCDOT - SWP
John Adams	PBS&J
Joel Leisch	PBS&J
Jill Gurak	PBS&J
Lauren Wolfe	PBS&J
Heidi Stamm	HS Public Affairs
Meg Connolly	Land Design
Lewis Grimm	Cambridge Systematics
Don Vary	Cambridge Systematics

Corridor Development Team (CDT) Members

Marcus Wilner	FHWA
Brenda Moore	NCDOT – Roadway Design
Derrick Lewis	NCDOT – Feasibility Studies
Mike Reese	NCDOT – Traffic Engineering Congestion Management
Rebecca Harper	Iredell County
Juliet Andes	Town of Cary
Jim Parajon	Town of Cary
Rodger Lentz	Cabarrus County
Terry Bralley	Davie County
Jack Meadows	Siler City
Hal Johnson	Randolph County
Tim Mangum	Randolph County
Jay Dale	Randolph County
Keith Megginson	Chatham County
Pat Strong	Triangle J COG/Triangle RPO
David Rowland	Town of Apex
Tim Clark	Wake County

Project Team introductions were given by David Wasserman. John Adams followed with having the CDT Meeting attendees introduce themselves. The meeting agenda is attached for reference.

The Project Team presentation was given and covered the following items:

- Outline of the presentation itself (Adams)
- Strategic Corridors Concept (Wasserman)
- US 64/NC 49 Corridor Study Overview (Adams)
- Corridor Development Team (Adams/Wasserman)
- Tier I Analysis (Grimm/Leisch)
- Public Involvement (Stamm)

Following the presentation was a general question and answer session with the CDT members.

Q. Will corridor protection measures be taken?

A. Corridor protection measures will be analyzed during Tier II

Q. Will the various jurisdictions within the corridor be asked how they plan to deal with development?

A. Land use guidelines that may be used by the State and local governments in their efforts to implement a corridor land use plan will be developed in Tier II of the study.

Q. When will outreach presentations occur?

A. Over the next several months (primarily in December and January). The outreach presentations will be a spin-off of this presentation. The Project Team would like input from the CDT members on who and where these outreach presentations should be given.

Q. Will there be any access management team building?

A. No, it is not part of the Tier I or Tier II processes that we are currently scoped for. However, a mutual agreement between the jurisdictions on access management should be addressed immediately following the Tier II process.

Q. Where will funding come from? What is the timeline for this study?

A. Funding may come from any number of sources, depending upon the type of improvement done to the corridor. Some improvements may be funded by the Transportation Improvement Program (TIP). The horizon year for the study is 2030.

Q. What is currently on the TIP for US 64/NC 49?

A. Widening of NC 49 to four lanes basically from Asheboro to Concord, the Asheboro Bypass, and widening of US 64 to four lanes from Asheboro to Lexington.

Q. Will the requirement and/or deficiencies of the major intersecting routes be analyzed by the end of Tier II?

A. Yes, within the US 64/NC 49 corridor area of influence.

Q. Will detailed costs be prepared for the different alternatives?

A. No. A cost range will be determined for each alternative.

Q. How were the Public Involvement cells determined?

A. The public involvement cells are based on common needs and desires for the roadway (local use, commuter use, etc.) and geography.

The meeting attendees took a quick break and returned to discuss specific CDT discussion topics including: Project Goal and Objectives, Evaluation Criteria, Stakeholder Interviews, Outreach Presentations, and the location of the next CDT Meeting. Questions and comments from the discussion are provided below.

Project Goal

- Q. Should “safety” be added to the goal?
A. Safety is included as a project objective.
- Q. Having a hard time with “economic development concerns.” Perhaps “economic development opportunities” would work better.
A. The Project Team will consider making that change.
- Q. Should “accessibility” be added to the project goal to balance “mobility”?
A. The Project Team will consider making that change.

Project Objectives

- Q. Should consideration be given to addressing transit demand as an objective? Are there plans to generate demand forecasts?
A. The purpose of the study is not to develop a transit plan for the corridor. However, roadway improvements to US 64 – NC 49 should be supportive of local and regional transit plans. A travel model for 2030 will be developed and transit demand will be discussed qualitatively through that model.
- Q. What about supporting local land use plans as part of the Project Objectives?
A. The Project Team will consider changing the Project Objectives to support local land use plans.
- Q. Do not like the term “liveable community”
A. It is intended to refer to diverting through traffic in communities and making it safer for pedestrians, thereby, making the community more “liveable.”
- Q. Concerned about the optimizing costs and benefits objective (objective #7). Does it address funding feasibility?
A. Yes, funding sources will be identified but a quantitative cash flow financial analysis will not be conducted as part of this study.
- Q. Will the Tier I and/or Tier II process evaluate a cost comparison of improving the US 64/NC 49 corridor vs. improving I-40/I-85?
A. It will not be part of this study to make recommendations for improvements to interstate facilities. However, diversion of traffic from I-40/I-85 to the various US 64/NC 49 corridor alternatives will be evaluated.
- Q. There is a need to take a look at I-40/I-85 as part of this study. Freight will be an issue and may need a broader spectrum of study.
A. As the study develops, the Project Team address this. However, it will be an investment decision by the NCDOT/FHWA. As the travel model is developed, these issues (freight, cost, traffic diversion)

will be considered as TIP and/or Long Range Transportation Plan (LRTP) projects are included in the model and their effects are evaluated.

Evaluation Criteria

- Q. Consideration of land use/liveability is missing from the Evaluation Criteria.
- A. Tier I is very broad and will not be analyzing the corridor at that level of detail. Tier II will look at the corridor in more detail and will consider effects on land use and liveability. Land use and liveability are included indirectly in Criterion #8 (Be sensitive to environmental and *social* factors).
- Q. Some of the evaluation criteria may be in direct conflict with communities' land use goals/plans (Example: Increased travel speed may conflict with other needs.)
- A. Not all criteria would apply to all portions of the corridor. Later in the process, the land use plans of individual communities will be taken into account.
- Q. Perhaps using terms like “balance” rather than “increase” may be more palatable to certain communities.
- A. The Project Team will consider making that change.
- Q. Regional and local perspectives may be in conflict with one another. An example of this is the high speed rail corridor in Cabarrus County. Regionally it was good, but locally it was not well received since crossings were being closed.
- Q. The CDT can provide good advice and insight related to local community “hot buttons.”
- A. Yes, the CDT can function as a sort of “early warning system” to let the Project Team know of any issues that certain communities may have with this study.
- Q. May want to consider developing some guiding principles for communities in order to help move the project forward and avoid conflict.
- A. Yes, that is the purpose of the stakeholder interviews.

Stakeholder Interviews

Heidi Stamm asked for individuals present from each cell to give specific names of people that they thought should be included in the Stakeholder Interviews. Four people from each cell will be asked to participate in a Stakeholder Interview. The following people were recommended by the CDT.

Cell #1: US 64 – Cary to Pittsboro

- Tommy Emerson, Chatham County Board of Commissioners, Chair
- Elaine Chiosso, Haw River Assembly
- Keith Weatherly, Mayor of Apex
- Cary Auto Park - Keith Elkes (Leith Management) & Mike Desmond (Hendrick Automotive)

Cell #2: US 64 – Pittsboro to Asheboro

- Charles Turner, Siler City Mayor
- Robert Porter, Sierra Club on North Carolina (Orange/Chatham Counties Group)
- Tony Tucker, Economic Development Commission, Chair
- Father Daniel Quakenbush, St. Julia Catholic Church, Siler City

Cell #3: US 64 – Asheboro to Lexington

- Talmadge Baker, Asheboro City Council member, Piedmont Triad RPO Chairman
- Mary Joan Pugh, NC Zoo, Piedmont Land Conservancy
- George Gusler, Asheboro/Randolph Chamber of Commerce, Executive Vice President
- Hans Klaussner, Klaussner Furniture, owner

Cell #4: US 64 – Lexington to Statesville

- Ken White, Northwest Piedmont RPO Co-Chair, Davie County Commissioner
- Ann Liebenstein, Yadkin Pee Dee Lakes Project
- Billy Jo Kepley, Davidson County Commissioner
- Danny Hearn, President of Statesville Chamber of Commerce

Cell #5: NC 49 – Asheboro to Charlotte

- Troy Barnhardt, Mt. Pleasant Mayor, TAC member
- Tyrel Moore, Harrisburg Planning Board Chair, Planning professor at UNC-Charlotte
- Michael Sandy, Stanly County Planning Director
- Thomas Horner, Uwharrie National Forest District Ranger

Outreach Presentations

The CDT members were asked for possible forums and/or locations for the Outreach Presentations to take place. The following were recommended by the CDT:

- Davie County Planning Board Meeting
- The TAC's of all the RPO/MPOs (9 groups)
- Siler City Commissioners Meeting
- Apex Town Council Meeting
- Cary Town Council Meeting

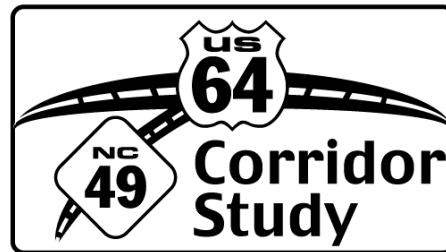
Next CDT Meeting

The group agreed that Asheboro was the best place to hold future CDT meetings.

Other Discussion

Pat Strong indicated that he would like 100 study brochures as soon as possible for distribution at a Triangle Area RPO meeting to take place in early December. He plans to distribute them to all meeting participants. Brochures will be given to all CDT members for distribution throughout the project study area.

The meeting was adjourned at 1:00 pm.



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AGENDA

<u>Agenda Item</u>	<u>Presenter</u>	<u>Time</u>
Welcome & Introductions	David Wasserman	10:00-10:05
Presentation Overview	John Adams	10:05-10:10
Presentation	Team	10:10-11:15
Break		11:15-11:25
Project Goals & Objectives -Discussion	John Adams	11:25-11:50
Evaluation Criteria -Comments & Suggestions	Joel Leisch	11:50-12:10
Stakeholder Interviews -Participant review & additions	Heidi Stamm	12:10-12:30
Outreach Presentation Forums/Locations	David Wasserman	12:30-12:45
Next CDT Meeting	David Wasserman	12:45-12:50
Closing & Action Items	David Wasserman	12:50-1:00