

# **APPENDIX A**

## **Corridor Development Team Meeting Summaries**



**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**

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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

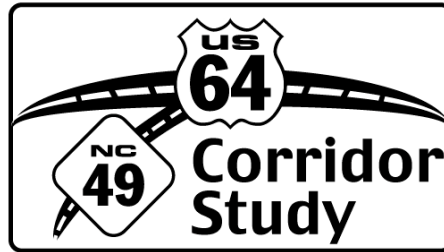
**Next CDT Meeting**

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.



**US 64 – NC 49 Corridor Study  
Corridor Development Team (CDT) Meeting #1**

**Randolph County Office Building  
725 McDowell Road, Asheboro, NC**

**November 12, 2003, 10 am to 1pm**

**AGENDA**

<b><u>Agenda Item</u></b>	<b><u>Presenter</u></b>	<b><u>Time</u></b>
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



**US 64 - NC 49 CORRIDOR STUDY  
CORRIDOR DEVELOPMENT TEAM (CDT) MEETING #2 SUMMARY**

**August 23, 2004  
10:30 a.m. to 2:00 p.m.  
Harrisburg Town Hall**

**Prepared by: PBS&J**

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The following attended the meeting:

**US 64 – NC 49 Study Team**

Jamal Alavi	NCDOT – Transportation Planning
David Wasserman	NCDOT – Transportation Planning
John Adams	PBS&J
Kim Bereis	PBS&J
Jill Gurak	PBS&J
Joel Leisch	PBS&J
Heidi Stamm	HS Public Affairs
Meg Connolly	Land Design
Padam Singh	Land Design
Lewis Grimm	Cambridge Systematics
Don Vary	Cambridge Systematics

**Corridor Development Team (CDT) Members**

Brenda Moore	NCDOT – Roadway Design
Thad Duncan	NCDOT – Roadway Design
Derrick Lewis	NCDOT – Feasibility Studies
James Dunlop	NCDOT – Traffic Engineering
Laura Cummings	MUMPO
Rebecca Harper	Iredell County (Lake Norman RPO)
Juliet Andes	Town of Cary
Rodger Lentz	Cabarrus County
Terry Bralley	Davie County
Jack Meadows	Siler City
Mayor Calvin Gaddy	Rocky River RPO (New London)
Hal Johnson	Piedmont Triad RPO
Keith Megginson	Chatham County
Pat Strong	Triangle J COG/Triangle RPO
Diane Khin	Town of Apex
Tim Clark	Wake County
Ed Johnson	CAMPO

David Wasserman began the meeting at approximately 10:30 a.m. and asked attendees to introduce themselves. The meeting agenda is attached for reference.

The Study Team covered the following topics in a formal presentation:

- CDT Meeting #1 Recap (Adams)
- Alternatives Evaluation (Adams)
- Definition of Need (Bereis/Connolly/Gurak/Grimm)
- Definition of Alternatives (Adams)
- Travel Demand Model (Vary)
- Evaluation Criteria and Evaluation of Alternatives (Leisch)
- Evaluation Discussion (All)
- Next Steps (Adams)

Heidi Stamm facilitated an open question and answer dialogue between the CDT members and the Study Team. Questions/comments from this discussion are provided below.

**Q. When did the traffic surveys (covered in the presentation) take place?**

- A. The roadside origin-destination (O-D) and video license plate surveys took place in October of 2003. The postcard survey of vehicles passing video survey site #2 took place in October 2003. The travel time surveys between Charlotte and Raleigh and between Statesville and Raleigh took place in November 2003 and February 2004.

**Q. How much longer will we continue 5-lane configurations?**

- A. Five-lane roadway cross-sections are most appropriate when there is a substantial amount of existing or planned commercial development along both sides of a highway. These conditions are generally found in urban and suburban areas. When a major widening of an existing road is being considered, for example from a two-lane to a multi-lane cross section, the provision of a raised median is the generally preferred design option. Any new location, multi-lane facilities should be, by definition, constructed as median divided roadways. In the final analysis, the specific features of any specific highway in the state of North Carolina are defined through a collaborative design process involving NCDOT and the effected local communities.

**Q. At what point in the process will we know when to set aside right-of-way? (Concern that the opportunity to preserve this corridor will pass by because of corridor development pressures in some areas).**

- A. State and local governments corridor protection measures/land use guidelines for consideration will be presented at the next meeting. This information outlines what can be done in this regard under current state law. It is anticipated that this preservation will occur much further on in the project development process. Specifically, more detailed route location, preliminary engineering, and environmental studies would need to be completed before potential right-of-way requirements can be identified.

**Q. On the model output slide, why is the LOS in the Apex area “more orange than red”?**

- A. The land use assumptions used in the model are a critical input to the daily volume forecasts. For this study, Global Insight (GI), an economic forecasting firm, developed year 2025 employment and household forecasts. Cambridge Systematics extrapolated the GI forecasts to 2030. While the process for developing these forecasts is consistent throughout the study area, some area forecasts may be higher or lower than forecasts generated by local jurisdictions. However, the land use forecasts we are using are consistent with the purpose and intent of the study, which is to understand the relative benefits of and need for various roadway investments in the US 64 – NC 49 corridor.

In addition, the travel demand forecasting model used for the analysis was regional in nature, and was developed primarily to estimate intercity and county-to-county travel patterns. The model encompassed virtually the entire state of North Carolina, with each of the 19 counties in our primary study area being represented by a relatively small number of traffic analysis zones, generally 30-40 zones for each county. By contrast, the regional travel demand model used in the Raleigh/Wake County area has something on the order of 300-400 or more traffic analysis zones in each county. Thus, the level of detail between the two models is not directly comparable. With regard to the Apex area and elsewhere in the Raleigh, Charlotte, and Triad regions, it would be expected that the more detailed MPO regional traffic forecasting models would show higher traffic volumes and thus higher levels of congestion, than would the essentially statewide model used on this study.

**Q. On the model output slide (with rural and urban facility types and network percentages), why is the percentage higher for VHT operating at LOS F worse for urban area roads?**

- A. As is typical of most urban areas, traffic tends to find alternative routes to avoid congestion. This shows that the capacity of existing and proposed future facilities is falling behind, per se, in its ability to accommodate the significant increases in travel demand that are projected to occur between today and the year 2030. Basically, traffic congestion in the future will be worse than that observed today, even if all of the E+C projects are completed and open to traffic.

**Q. Was an O/D survey conducted for diverted traffic?**

- A. No, a “select link analysis” was not conducted as part of this scope.

**Q. Why do the screenlines for I-85 and NC 49 suggest that so much traffic will be diverted to NC 49 with a Freeway alternative?**

- A. As noted in the travel time surveys, the current travel times between Charlotte and Raleigh via the NC 49 - US 64 corridor are essentially the same as the travel time between these two areas via the I-85/I-40 corridor. The Freeway alternative assumed improvements to the NC 49 and US 64 corridors that would allow operating speeds of 65 mph over the entire length of the corridor, versus the average operating speed of 50-55 mph that is observed today. With traffic volumes and congestion projected to increase dramatically along the I-85 and I-40 corridors, the travel times along these routes would become longer while those along NC 49 and US 64 would remain the same or decrease from those observed today, thus making the improved NC 49 - US 64 corridor a much more attractive diversion route.

**Q. Was there any attempt to correlate the evaluation criteria for “safety” to facility type? Also, did the analysis include accident reductions in the I-85/I-40 corridor as a result of diversion to US 64?**

- A. Yes, this was considered because 2-lane rural facilities tend to have higher accident rates than do multi-lane highways or freeways, and because congestion, such as that found on existing sections of the Interstate, is often associated with high accident rates. Additionally, the improved horizontal and vertical design standards associated with the Freeway and Expressway alternatives would contribute to safer traffic operations along the corridor. The analysis did not explicitly consider changes in accident rates in the Interstate corridor as a result of traffic diversion to the NC 49 - US 64 corridor.

**Q. Why in the evaluation was the E+C scored “better” than a limited access facility and freeway facility in the “Sensitivity to Social Factors”? (Despite the “footprint” associated with the high-speed alternatives, a CDT member felt that a 5-lane section in his respective area creates a “barrier” and that the other alternatives would improve social benefits by shifting conflicting traffic on another facility).**

- A. Although this may be the case in some areas (i.e. urban areas), the evaluation considered mostly the types of social impacts associated with the right-of-way footprint over the entire length of the

corridor. Thus, any new location facility was assumed to have the potential to be more disruptive to communities along the corridor than the widening and reconstruction of an existing highway.

**Q. Functionally, how would access at specific locations be handled if the Expressway Alternative were implemented, especially when there is not a lot of “will” by local governments to limit driveway access? (There was overall concern from several CDT members that not enough can be done to limit driveway access by local municipalities along the entire corridor, resulting in “hot spots”).**

A. Consolidation and/or maintaining access at specific locations would need to be agreed upon for the Expressway Alternative. This type of detail for the overall corridor(s) has not been conceptualized at this time. Also, how to phase implementation and identifying priority “hot spots” have not been assessed at this time.

This issue is part of why the Strategic Highway Corridor concept was put in place. The idea is that increased mobility will be reached by taking various steps and that there is the potential for a process prototype in the future. The steps will include some means of access management and corridor right-of-way advancement, but will require buy-in and agreement from multiple jurisdictions/agencies. The Department is looking at other states for ideas and how some of their methods could apply and be legislated in North Carolina.

**Q. What is the “year horizon” for right-of-way preservation?**

A. That has not been determined at this time.

**Q. How do we avoid the problem of having to build a “bypass” around a “bypass” because of the amount of time it takes to get these projects realized? Perhaps the vision should go to 2050?**

A. The Department could consider an Enhanced E+C Alternative by 2030 with reserved right-of-way for a freeway by 2050. This could include developing an access management strategy with “teeth” for the TIP projects and for the Enhanced projects that are not bypasses. If the 2050 plan is for a Freeway, there will be full control of access. Consequently, if the access is not managed for part or all of the 4-lane sections in the Enhanced E+C, the 2050 plan would resolve the issue.

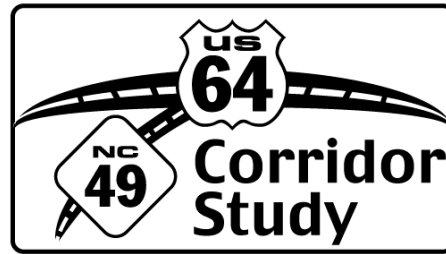
The need clearly exists for the city, town, and county governments to work closely with NCDOT with respect to right-of-way preservation and improved access management.

**Q. How can this work...Isn’t this a recipe for disaster? (A concern from a CDT member that “politics will rein”).**

A. This is the prototype effort by NCDOT to study a strategic highway corridor in detail. The formal adoption by the NC Board of Transportation of the strategic highway corridors concept and the associated highway facility type definitions will provide a strong basis for allowing these plans to be successfully implemented. It will be important for town, city, and county governments to work closely with NCDOT to ensure that the desired outcomes are achieved.

The next CDT meeting is tentatively scheduled for early November. David Wasserman will follow up with the CDT members to determine an exact date, time and location.

The meeting was adjourned at 2:00 pm.



**US 64 – NC 49 Corridor Study  
Corridor Development Team (CDT) Meeting #2**

**Harrisburg Town Hall**

**August 23, 2004  
10:30 a.m. to 2 p.m.**

**AGENDA**

<b><u>Agenda Topic</u></b>	<b><u>Duration</u></b>
<b>Welcome &amp; Introductions</b>	
<b>CDT Meeting #1 Recap</b>	10 min.
<b>Presentation</b>	
Alternatives Evaluation Process	5 min.
Definition of Need	60 min.
Definition of Alternatives	15 min.
<b>**Lunch**</b>	30 min.
Travel Demand Model	20 min.
Evaluation Criteria	10 min.
Evaluation of Alternatives	30 min.
<b>Evaluation Discussions</b>	25 min.
<b>Next Steps</b>	5 min.



**US 64 - NC 49 CORRIDOR STUDY  
CORRIDOR DEVELOPMENT TEAM (CDT) MEETING #3 SUMMARY**

**November 10, 2004  
10:30 a.m. to 2:00 p.m.  
Davie County Public Library**

**Prepared by: PBS&J**

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The following attended the meeting:

**US 64 – NC 49 Study Team**

David Wasserman	NCDOT – Transportation Planning
John Adams	PBS&J
Kim Bereis	PBS&J
Jill Gurak	PBS&J
Joel Leisch	PBS&J
Heidi Stamm	HS Public Affairs
Meg Connolly	Land Design
Padam Singh	Land Design
Lewis Grimm	Cambridge Systematics
Don Vary	Cambridge Systematics

**Corridor Development Team (CDT) Members**

Brenda Moore	NCDOT – Roadway Design
Thad Duncan	NCDOT – Roadway Design
Lynnise Hawes	NCDOT – Roadway Design
Derrick Lewis	NCDOT – Feasibility Studies
Terry Bralley	Davie County
Jack Meadows	Siler City
Mayor Calvin Gaddy	Rocky River RPO (New London)
David Monroe	Town of Pittsboro
Pat Strong	Triangle COG/Triangle RPO
Diane Khin	Town of Apex
Tim Clark	Wake County
Ed Johnson	Capital Area MPO

David Wasserman began the meeting at approximately 10:30 a.m. and asked attendees to introduce themselves. The meeting agenda is attached for reference.

The Study Team covered the following topics in a formal presentation:

- Problem Statement (Gurak)
- Definition of Alternatives (Leisch)
- Evaluation of Alternatives (Leisch)
- Corridor Vision (Leisch)
- Land Use Development Patterns/Models and Precedents (Connolly and Singh)
- Closing Comments (Wasserman)

CDT members offered comments and/or asked questions following each topic listed above. CDT questions and comments are provided below.

### **Problem Statement**

No questions/comments.

### **Definition and Evaluation of Alternatives**

**Q. Would the E+C Enhanced Alternative incorporate signals and median openings? Do you have an idea of how many signals there would be with the E+C Enhanced system versus Expressway Alternative?**

A. Ideally, the E+C Enhanced would eliminate all signals and eliminate the placement of new signalized intersections. Existing signalized intersections would be looked at (i.e. with respect to accidents, etc.). However, the E+C Enhanced would include bypasses around the existing signalized urban areas. Potential median openings would be evaluated at specific areas through a collaborative process involving the NCDOT and effected local communities.

**Q. Did you account for intersections delays in the traffic modeling?**

A. The modeling was not at that level of detail for such a geographically large corridor study area (over 200-mile corridor). It was assumed that realistically a few signals would not affect mobility.

**Q. Will the evaluation become more geographically specific?**

A. That level of detail for the overall corridor(s) has not been conceptualized at this time, nor has how to phase implement the improvements and identify priority areas.

**Q. For your costs criterion, what is included in those figures?**

A. These figures include cost of construction and right-of-way in 2004 \$.

### **Corridor Vision**

**Q. Does the vision in which we are trying to reach consensus on include a freeway by 2040? Has that changed?**

A. What is presented is to establish the Freeway alternative as a long-range vision with no specified completion year (recognizing funding priorities) and to step-by-step address remaining segments that are not freeway. It is possible that the long-range freeway vision may not be realized. One of the goals is to reach consensus on the overall “type” and look of the corridor (specific picture examples were provided in the “Corridor Vision” portion of the presentation) with the understanding that coordination and the course of local decisions are necessary in reaching the desired outcome.

**Q. Something separate from this vision still needs to be done for the section between I-540 and US-1 and perhaps should be discussed with the resource agencies before entering the formal NEPA Merger 01 Process.**

A. Reconfiguring the US 64/US 1 interchange to utilize 540 would solve the traffic problem. The footprint (clover leaf) is sufficient to develop a range of alternatives where a US 64 to I-540 movement can be facilitated.

**Q. In the long-term, could US 64 be routed along I-540 to the south of Raleigh?**

A. That is a possibility.



**Q. Please explain what would happen to existing 5-lane sections with the E+C Enhanced Alternative.**

A. The existing 5-lane urban sections would remain and be bypassed with a new alignment.

**Q. Where would the Asheboro Bypass project connect on the east side? Wasn't there discussion at some point about a continuous bypass around Ramseur and Siler City? What's the status of the Asheboro Bypass project?**

A. The bypass would miss the large shopping center on the east end. Evaluating an extension of the bypass around Ramseur and Siler City is a possibility, but the implications of this are not covered in this study. (There was a discussion about the status of the Asheboro Bypass project, TIP R-2536. It was noted that the segment from US 64 to NC 49 is scheduled last.)

**Q. The median opening spacing of no less than 2,000 feet for non-freeway highway facilities with posted speeds greater than 45 mph would be a beneficial feature to include with your recommended Expressway and E+C Enhanced classifications. For the E+C Enhanced classification, the provision of signalized directional crossovers in urban fringe areas in accordance with this spacing distance would also preserve a high degree of functionality.**

A. With regard to the median opening spacing, this is included in the NCDOT Facility Types Definitions, which was provided to the CDT at the last meeting. The E+C Enhanced concept is essentially a combination of a Type I and Type II Expressway. Therefore, the median opening spacing guidelines would be incorporated into the E+C Enhanced concept, which is also signal free.

Heidi Stamm facilitated an open dialogue between the CDT members and the Study Team. Specifically, CDT members were asked to share their views on the recommendation for the Freeway Alternative as the long-term vision with the E+C Enhanced as a staged improvement. The following summarizes specific suggestions and/or comments from CDT members who attended the meeting:

- *Have a hard time with the vision in that there will be a disruption to urban areas and rural areas that wish to stay that way.*
- *Like the vision because it provides a means to get goods between counties, and this will benefit the Charlotte and Raleigh areas, which are growing. People will continue to move outside of the urban areas and this vision is needed for this growth.*
- *It's a good vision, but the DOT needs to be cautious about setting this vision so far out that it is not reachable. The E+C Enhanced is reachable and good for connectivity.*
- *Like the Freeway for long-term and the E+C Enhanced is a good compromise for something less than a straight freeway.*
- *Like the E+C Enhanced concept because it discourages through-traffic from using 5-lane sections, but need guidance/worried about potential development around specific interchanges, such as problems that are arising around the Pittsboro Bypass interchanges. (Mayor Calvin Gaddy)*
- *Realize it's difficult to articulate the long-term vision, but as a long-term solution, the vision set forth makes sense. However, getting down to segment by segment will be helpful to tie things together for decision-making and for putting mechanisms in place at the local level. (Jack Meadows)*
- *Appears that the Enhanced E+C will meet the need best as can possibly can, and it's a good direction for starting to plan for long-term needs.*
- *Need to ultimately reach for the freeway solution, but E+C Enhanced projects should be in place.*
- *It's okay to look at the freeway as a long-term vision, but probably not realistic. Rather a combination of the Expressway and Freeway alternatives to address mobility. Has concern for heavily traveled and 2-lane sections.*
- *Freeway as ultimate solution is good. (Lynnise Hawes)*

- *Freeway is a good goal to shoot for, but hard pressed to get even the Enhanced E+C on the books. (Brenda Moore)*
- *Have a hard time buying in to the vision because it's not illustrated, but like the picture examples (i.e. the intent/effort to keep the corridor scenic). This means that coordination needs to begin with resources agencies now because of competing interests that emerge during the NEPA process. Education and coordination should begin now. (Ed Johnson)*
- *Likes the freeway concept as long-term. The I-540 and 64 interchange has little development, but inevitable pressures mean that now is the time to plan for that area. Also concerned with the I-540 to US 1 segment as a "superstreet". Agrees the E+C Enhanced is a good stepping stone, but not going to a freeway the "right way" is of a concern. It would be a mistake not to maintain the rural nature of the corridor with the long-term freeway alternative. (Diane Khin)*

#### **Land Use (Development Patterns/Models and Precedents)**

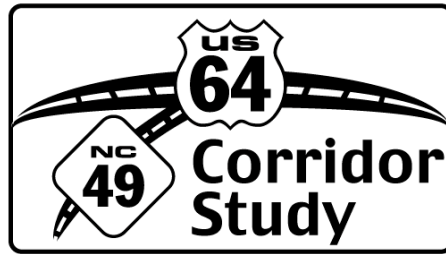
##### **Q. Aren't these really local issues?**

A. Yes. All of the examples provided would be local issues. In some cases, this may involve more than one community working together. There would be a partnership between the multiple jurisdictions and the NCDOT. Potential policies and/or guidelines will be presented at the next meeting.

#### **Closing Comments**

The next CDT meeting is tentatively scheduled for **Friday, January 14, 2005**, with the location to be determined (mostly likely in the Apex/Cary area). David Wasserman will follow up with the CDT members to determine an exact date, time and location.

The meeting was adjourned at 1:30 pm.



**US 64 – NC 49 Corridor Study  
Corridor Development Team (CDT) Meeting #3**

**Davie County Public Library**

**November 10, 2004  
10:30 a.m. to 2 p.m.**

**AGENDA**

<b><u>Agenda Topic</u></b>	<b><u>Duration</u></b>
<b>Welcome &amp; Introductions</b>	5 min.
<b>Presentation</b>	
Problem Statement	25 min.
Definition of Alternatives	10 min.
Evaluation of Alternatives	20 min.
<b>**Lunch**</b>	30 min.
Land Use	60 min.
Development Patterns	
Models and Precedents	
<b>Closing Comments</b>	30 min.



**US 64-NC 49 CORRIDOR STUDY  
CORRIDOR DEVELOPMENT TEAM (CDT) MEETING #4 SUMMARY**

**January 14, 2005  
10:30 a.m. to 2:00 p.m.  
Page Walker Arts and History Center  
Town of Cary**

**Prepared by: PBS&J**

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The following attended the meeting:

**US 64 – NC 49 Study Team**

David Wasserman	NCDOT – Transportation Planning
Jamal Alavi	NCDOT – Transportation Planning
John Adams	PBS&J
Kim Bereis	PBS&J
Jill Gurak	PBS&J
Joel Leisch	PBS&J
Heidi Stamm	HS Public Affairs
Meg Connolly	Land Design
Padam Singh	Land Design
Lewis Grimm	Cambridge Systematics
Don Vary	Cambridge Systematics

**Corridor Development Team (CDT) Members**

Brenda Moore	NCDOT – Roadway Design
Thad Duncan	NCDOT – Roadway Design
Derrick Lewis	NCDOT – Feasibility Studies
Jack Meadows	Siler City
Mayor Calvin Gaddy	Rocky River RPO (New London)
David Monroe	Town of Pittsboro
June Cowles	Town of Apex (sitting in for Dianne Khin)
Tim Clark	Wake County
Ed Johnson	Capital Area MPO
Rodger Lentz	Cabarrus-Rowan MPO
Jason Sullivan	Chatham County
Keith Megginson	Chatham County
Rebecca Harper	Iredell County
Joe Stevens	FHWA (sitting in for Marcus Wilner)
Juliet Andes	Town of Cary

Heidi Stamm began the meeting at approximately 10:30 a.m. and asked attendees to introduce themselves. The meeting agenda is attached for reference.

The Study Team covered the following topics in a formal presentation:

- Review of CDT Meeting #3 (Stamm)
- Implementing the Corridor Vision (Leisch)
- Land Use Policies (Connolly)
- Land Use Alternatives (Singh)
- Corridor Preservation Strategies (Connolly)
- Next Steps/Beyond Phase I and Closing Comments (Adams and Wasserman)

CDT members offered comments and/or asked questions following each topic listed above. CDT comments/questions are provided below.

### **Review of CDT Meeting #3**

- a. Problem Statement – The following comments were noted:

**Comment: There appears to be a contradiction in the discussion of population growth in Stanly County. On p. 48 (under Section 4.7.2. Forecasted Population Conditions Year 2030) it states that “virtually no population increases are anticipated in Stanly and Davidson Counties, and the northern portion of Iredell County.” On p. 51 (under Section 8.7.3. Existing Land Use and Local Land Use/Transportation Plans), it states that, “Stanly County is anticipating a solid growth rate of 11 percent for each decade until 2030.”**

*Response:* Text will be amended in the Problem Statement to clarify the disparity between the two data sources (Global Insight and the Stanly County Land Use Plan). According to Global Insight, a relatively low population increase is anticipated for Stanly County (only 6.8% over a 30-year period). The projected lack of overall population growth is due in part to the decline in manufacturing jobs, once the County’s economic base. The Stanly County Land Use Plan (2002) anticipates a population growth rate of around 10% for each decade until 2020.

**Comment: Left out discussion of the “Rider” transit system, which serves the Concord and Kannapolis areas.**

*Response:* The Concord/Kannapolis Area Transit (Rider) will be acknowledged in the final version of the Problem Statement.

**Comment: Left out discussion of the C-Tran system, which serves Cary.**

*Response:* The Problem Statement includes only discussions of fixed route transit services. C-Tran offers dial-a-ride (reservation only) transportation services.

- b. Corridor Vision – There were no comments on this topic.

- c. Land Use Elements (Existing Development Patterns and Models and Precedents) – There were no comments on these topics.

## **Implementing the Vision**

Mr. Leisch discussed the process for realizing the long-term vision for a Freeway type facility over the entire length of the study corridor. This involves accomplishing committed TIP projects (including “revisiting” them and “revising” them, as necessary, to provide roadway facilities more closely associated with the ultimate vision), then moving to the implementation of enhanced projects such as addressing the replacement of existing five-lane sections with median divided, controlled access facilities. Mr. Leisch discussed priorities, which may be adjusted in the future based on traffic growth, traffic operations and safety, and land development. Mr. Leisch then discussed segment priorities for the ultimate corridor Freeway vision. First segment priority is Asheboro to Raleigh, then Charlotte to Asheboro, then Statesville to Asheboro. Again, this order could be adjusted based changes in the above mentioned factors. Mr. Wasserman reiterated that the initial step is to get the corridor to an Expressway, while keeping in mind the long-term Freeway vision.

**Comment: Mr. Lentz (Cabarrus-Rowan MPO) expressed support for the vision and steps to realize that vision, but suggested that location decisions and corridor preservation be completed sooner rather than later so as to avoid having to “build a bypass around a bypass”. He is particularly concerned about corridor preservation for the recommended bypass in the Harrisburg area because of the currently observed rate of growth and development there. Mr. Lentz also questioned how some of these enhanced projects would be funded. His concern is that the current NCDOT equity funding allocation formula includes interstate projects (i.e. I-85) and therefore limits how much money is available for local projects.**

*Response: Mr. Wasserman noted that the General Assembly is looking at the Highway Trust Fund, but is not sure if changes to funding methods will result from this review.*

## **The Land Use/Transportation Connection, Land Use Alternatives, and Corridor Preservation Strategies**

Ms. Connolly discussed potential policies based on precedents that were presented at CDT Meeting #3. Rather than focus on the impact of transportation decisions on land use (as is usually the case in planning research/studies), Ms. Connolly discussed how land use locations and decisions can actually “shape” and affect transportation decisions. She presented potential policies that can be applied to the corridor(s) at the local level.

Mr. Singh then discussed potential future land use “issues” along the corridor, particularly how these patterns can compete with implementing the vision for the corridor. Mr. Singh also presented an example “alternative” future land use pattern for the corridor that would be in harmony with the corridor vision.

Finally, Ms. Connolly discussed potential methods for corridor preservation, including local tools used in other states.

**Question:** Ms. Cowles (Apex) asked what happens when a local government wants to include a certain design feature such as a raised median as an alternative to a NCDOT recommended concept.

*Response:* Mr. Wasserman noted that there are numerous examples where partnerships are being formed at the project level. There are several examples of this in the project development phases. For example, the NCDOT has applied Context Sensitive Solutions (CSS), in some projects. CSS is an interdisciplinary approach in which the DOT works with regulatory agencies, local governments, citizens and other stakeholders as part of a solutions team. CSS uses a collaborative process to develop transportation solutions that are sensitive to and integrate the natural environment and communities they serve.

**Comment:** There was a discussion about outreach and coordination between the NCDOT and affected municipalities. To ensure participation, the NCDOT should make personal contact with the leadership of those small towns along the corridor (i.e. Mt. Pleasant) that do not have full-time directorial/planning staff. At the same time, it is the responsibility of all affected municipalities to inform the NCDOT of their needs and desires.

*Response:* Mr. Grimm provided examples in which other states (Maryland and New Jersey) are changing their philosophies with respect to working together on developing and implementing transportation solutions for state highway improvements in such smaller communities.

Ms. Moore noted that “standards” have changed over time, and that affected local governments are becoming more involved in the planning process through public meetings, workshops, and hearings. Ms. Moore sees partnerships and/or a more collaborative process as a philosophy in the best interest of both the NCDOT and local governments.

*(Note: Although not represented on the CDT, a stakeholder interview was conducted with Mayor Troy Barnhardt, Town of Mt. Pleasant, in January 2004)*

**Comment:** Mr. Johnson (Capital Area MPO) suggested that the NCDOT does not utilize the states MPOs and RPOs to identify and communicate important issues, etc. in a timely fashion.

*Response:* Mr. Wasserman, and others, noted that the US 64–NC 49 corridor study has served to illustrate how such a collaborative process can be used on a large-scale project. A similar philosophy will likely be employed on all future strategic corridor studies undertaken in the state.

**Comment:** Mr. Singh provided an example of the NC 73 Corridor Transportation/Land Use Plan where there was an MOU between multiple jurisdictions and agencies regarding the implementation of the plan especially as it relates to the land use along the corridor.

*Response:* Mr. Singh mentioned that a copy of actual MOU for the above mentioned project is part of the Land Use Policy Guidelines paper.



**Comment:** Mr. Monroe (Town of Pittsboro) likes the idea behind the reward policy (Policy 5.0 – Redevelopment - Reward communities that balance jobs and housing, which reduces the number of workers commuting long distances on highways), but cautions that there are other dynamics (i.e. income levels) that influence commuting/long distance travel.

*Response:* No response needed.

**Comment:** Mr. Monroe (Town of Pittsboro) supports some of the corridor preservation methods presented, but is concerned that if a municipality adopts a “policy” that “prematurely” protects a corridor, it could put people in a bad situation with respect to future potential use for that land. As other CDT members have mentioned in previous meetings, timing is everything.

*Response:* Mr. Alavi noted that often times the overall “system level” corridor is closest to the actual “selected corridor.” At the same time, it was noted that the NEPA process requires the examination of a wide range of “reasonable” alternatives, and that all parties to the process need to understand the need for flexibility.

## **Next Steps and Beyond Phase I**

Mr. Adams noted that completion of the following activities will round out Phase I:

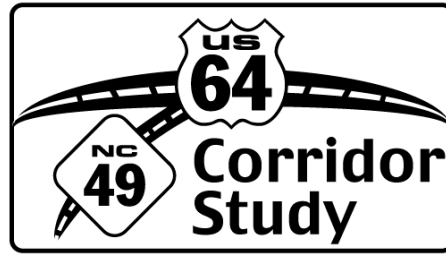
- Finalize the Problem Statement
- Complete the Corridor Study Report
- Update the project website
- Conduct outreach presentations

Mr. Adams further noted that Phase I of the study just “scratches the surface” and is just the beginning of the multi-year effort required for implementing the vision for this strategic corridor. It is crucial that coordination and collaboration among the NCDOT and affected municipalities go beyond Phase I be continued and expanded.

Mr. Wasserman reviewed the steps for implementing the vision, including evaluating/revising current TIP projects to fit within the vision. The NCDOT will evaluate products/information obtained from this study, and will then determine what exactly the next step should be, including ways to protect the corridor by applying some of the policies/tools presented today. The NCDOT is looking at other states’ access management policies as a potential template for NC jurisdictions to consider, and will share this information with CDT members. In Phase II, it is possible that the NCDOT will look at working with local jurisdictions to preserve particular areas along the corridor.

Mr. Wasserman will coordinate with CDT members about upcoming outreach presentations.

The meeting was adjourned at 1:30 pm.



**US 64 – NC 49 Corridor Study  
Corridor Development Team (CDT) Meeting #4**

**Page Walker Arts and History Center - Town of Cary**

**January 14, 2005  
10:30 a.m. to 2:00 p.m.**

**AGENDA**

<b><u>Agenda Topic</u></b>	<b><u>Duration</u></b>
<b>Welcome &amp; Introductions</b>	5 min.
<b>Presentation</b>	
Review of CDT Meeting #3	10 min.
Implementing the Vision	30 min.
Land Use Policies	45 min.
Land Use Alternatives	15 min.
<b>**Lunch**</b>	45 min.
Corridor Preservation	30 min.
Next Steps	15 min.
<b>Closing Comments</b>	15 min.