

**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

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:

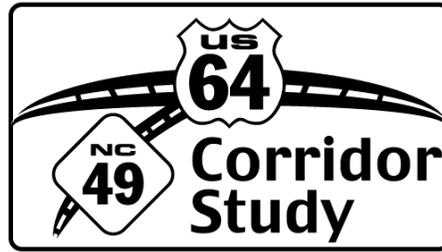
- Finalize the Problem Statement
- Complete the Corridor Study Report
- Update the project website
- Conduct outreach presentations

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.



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AGENDA

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