

**SUMMARY OF A JOINT MEETING OF THE CHAPEL HILL TOWN COUNCIL AND
DURHAM CITY COUNCIL, TUESDAY, NOVEMBER 18, 1997 AT 7:30 P.M.**

Durham Mayor Sylvia Kerckhoff and Chapel Hill Mayor Rosemary Waldorf called the meeting to order. Durham City Council Members in attendance were Howard Clement III, Tyrone Cox, Kim Griffin, Erick Larson, Andrea Lumley, Floyd McCissick, Jr. and Isaac Robinson, Mayor-elect Nick Tennyson and Council Member-elect Pam Blyth. Chapel Hill Council Members in attendance were Julie Andresen, Joyce Brown, Joe Capowski, Pat Evans, Lee Pavao and Edith Wiggins and Council Member-elect Kevin Foy. Staff members in attendance were Durham City Manager P. Lamont Ewell, Durham Senior Assistant City Manager Cecil Brown, Chapel Hill Town Manager Cal Horton and Chapel Hill Assistant Town Managers Sonna Loewenthal and Florentine Miller, Planning Director Roger Waldon and Transportation Planner David Bonk.

Mayor Waldorf thanked the members of the U.S. 15-501 Major Investment Study Citizen's Advisory Committee for their efforts during the past year. Mayor Waldorf also stated that a comprehensive solutions package was needed to address the future needs along the U.S. 15-501 corridor of mass transit, pedestrians, bicyclists and motorists.

City of Durham Acting Transportation Director and Chair of the Durham-Chapel Hill Technical Coordinating Committee Mark Ahrendsen said that the major investment study would investigate roadway, bus, rail and pedestrian-related options. Mr. Ahrendsen stated that there had also been agreement that options other than a freeway needed to be investigated. Mr. Ahrendsen stated that another very useful multi-jurisdictional transportation effort was the Triangle Fixed Guideway Study. Mr. Ahrendsen concluded his remarks by noting that an active and interested citizen's advisory committee had devoted many hours to the U.S. 15-501 major investment study.

Jim Anglin, of HNTB, project consultant for the U.S. 15-501 major investment study, presented an overview of the study to date, by means of a multimedia presentation. He reported that the study was gradually focusing on fewer alternatives with more details. Mr. Anglin also presented additional background information about the ongoing study, including proposed alternative alignment strategies and transportation modes such as buses and light rail. He noted that there were a number of low-cost, low-risk early implementation strategies, such as bicycle and pedestrian improvements and minor intersection improvements at Garrett Road and U.S. 15-501. Mr. Anglin concluded his remarks by noting that construction on U.S. 15-501 improvements could possibly be started in 2004 and be completed by 2007 or 2008.

Council Member Robinson inquired whether or not Mr. Anglin envisioned the need for any near-term public health and safety improvements along the U.S. 15-501 corridor. Mr. Anglin said that some spot intersection improvements such as a possible grade separation at Garrett Road were needed.

Council Member Clement inquired whether or not it was correct that the growth projections for the U.S. 15-501 corridor in Chapel Hill were relatively minor. Noting that the slide referenced by Council Member Clement referred to areas around transit stations and that most such stations were located in Durham County, Mr. Anglin said that continued growth was projected in Orange

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County. Council Member McCissick inquired whether or not the consultant's density/growth assumptions for the Orange and Durham County portions of U.S. 15-501 were relatively similar. Mr. Anglin said that planners from both communities were working together on these matters.

Council Member Andresen inquired how the freeway option would work along with existing retail uses. Mr. Anglin said that the freeway would have frontage roads with at-grade intersections and driveways off of the frontage roads to access retail and other uses. He added that the frontage roads would have two lanes in each direction, while a proposed freeway would have three lanes in each direction, with limited entrances to, and exits from, the freeway. Council Member Andresen inquired about the minimum recommended distance between exits. Mr. Anglin said that the recommended minimum distance between exits was one mile.

Council Member Capowski asked whether most of the \$150 to \$250 million estimated project cost would be mostly funded with federal money. Mr. Anglin said although some roadway projects used 80-90% federal funds, the Federal Transit Administration looked more kindly on projects with more State and regional funding support. Mr. Ahrendsen said that funding would likely vary by mode. He added that the highway improvement component would most likely consist of 80% Federal and 20% State funding, with some modest local participation for pedestrian features.

Stating that the majority of the fixed guideway transit system discussions to date had focused on the linkage between UNC and Duke University, Council Member Clement said he hoped that officials at North Carolina Central University (NCCU) would be called upon for their expertise and input about the proposed system. Stating that NCCU had been an important player in the first phase of this project, Triangle Transit Authority Director Jim Ritchey said that NCCU officials would continue to play a critical role in this project and process.

Ruby Sinreich inquired why alternative c, a low capital cost alternative tied to land use, was not included in the list of short-term options. Mr. Anglin said although this was a desirable alternative, it was unlikely that the fruits of such a policy would be realized before the year 2005. Ms. Sinreich asked whether or not NCDOT was involved in this process. Mr. Anglin said that the Technical Steering Committee was working in tandem with staff and the Citizens' Committee on all elements of the U.S. 15-501 major investment study.

Robert Healy, Chair of the New Hope Creek Advisory Committee, reported that some progress had been made in narrowing options for bus lanes and fixed guideways. Stating that the corridor had been pushed into more environmentally sensitive lands, Mr. Healy said that alternatives needed to be explored more vigorously. Mr. Anglin said that this point was well-taken.

Mike Waldroup, Citizen's Advisory Committee Co-Chair, said that the Committee had held its first meeting on May 29, 1996. Requesting that Committee members in attendance this evening rise to recognize, Mr. Waldroup said that the Committee had initially consisted of 51 members. He added that when all the results of the corridor study were in, the Committee would make final reports to a number of community groups. Council Member Clements requested that the

Committee include the Durham Business and Professional Association and the Eagle Village Board of Directors in its community outreach efforts.

Council Member Andresen said she thought that this evening was principally a forum for give and take between the two Councils. Mayor Kerckhoff suggested that such a meeting could be held in January, 1998 or some time thereafter. Council Member Clement suggested holding such a joint follow-up meeting once technical work was completed on the study. Mayor Kerckhoff suggested that such discussions could possibly be initiated at meetings of the Durham-Chapel Hill Work Group. Council Member Andresen said she thought that a meeting was needed between the two Councils. Thanking Blue Cross-Blue Shield for the use of its facility this evening, Mayor Kerckhoff suggested that a follow-up meeting could possibly be held between the two Councils some time in the future.

The meeting stood adjourned at 8:58 p.m.