

A RESOLUTION AUTHORIZING THE SUBMITTAL OF RECOMMENDATIONS ON
THE DCHC-MPO COMPREHENSIVE TRANSPORTATION PLAN

WHEREAS, the state of North Carolina mandated that all MPOs create a Comprehensive Transportation Plan (CTP) to address future needs; and

WHEREAS, the draft DCHC-MPO CTP includes highway, transit, bicycle, and pedestrian recommendations for the Town of Carrboro; and

WHEREAS, projects submitted through the SPOT prioritization process are expected to come from an adopted CTP.

NOW, THEREFORE, BE IT RESOLVED by the Carrboro Board of Aldermen that the Board authorizes that the following comments be conveyed on behalf of the Town:

- 1) The Carrboro Board of Aldermen supports transit improvements and is cognizant of citizen concerns relating to the increasing costs for the Durham-Orange Light Rail Project and the N-S Corridor Bus Rapid Transit Project as well as the potential need to reallocate funding for other transportation projects such as bike and pedestrian improvements, which may provide more direct benefit to Carrboro residents. Timely dissemination of updates relating to both the cost and scheduling of these projects will be critical to their success moving forward. Enhanced feeder bus services and access improvements that will enable Carrboro residents to utilize these transit projects to the same extent as their neighbors will likewise be essential.
- 2) Consider maximizing high occupancy vehicle lanes (HOV) as a managed use for the I-40 expansion.
- 3) Future transit should more fully explore the benefits of bus rapid transit, particularly as the cost of infrastructure and flexibility in route design may make that mode a more efficient option to light rail.
- 4) A direct transit connection from Carrboro/Chapel Hill to RDU Airport is highly desired.
- 5) The Town is pleased to see that the draft CTP is, in general, consistent with Carrboro's policy of widening road corridors to accommodate bike/ped improvements rather than vehicular travel.
- 6) The Board reiterates its preference to accommodate anticipated capacity needs on NC 54 west through intersection improvements rather than a substantial widening that would be inconsistent with the land use policies along the corridor.

This the 21st day of February in 2017.