



Chatham County Transportation Advisory Committee

2016-2019 Strategic Plan

July 2016

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Chapter 1: Introduction

Background

The Chatham County Board of County Commissioners established the Transportation Advisory Board in 2010 to provide county policy makers with input on multimodal transportation issues. The Board was re-designated as the Transportation Advisory Committee (TAC) in 2012 to conform to the county policy of designating all advisory bodies as committees.

Initially, the TAC consisted of 11 voting and 6 non-voting members. The number of members was later expanded to a total of eighteen with seven non-voting members to include: a county commissioner who serves as the liaison to the Board of County Commissioners, representatives of the municipalities of Pittsboro, Siler City, Goldston, and Cary, a representative of the Chatham Transit Network, and a representative of the County Public Health Department.

The eleven voting members of the TAC are appointed by the Board of County Commissioners to provide geographic representation of the entire county based on the county commissioner electoral districts. These include members who represent various transportation interest areas.

Strategic Planning

The initial transportation strategic plan was developed by the Transportation Advisory Committee in 2010 and was approved by the Board of County Commissioners in February, 2011. This plan was intended to provide the TAC with a guide to carry out its mission over the next four years (2011-15) and has helped the committee to assess transportation issues and to effectively communicate recommendations to the Board of County Commissioners, other advisory bodies, government and community organizations, businesses and the general public.

In April, 2015, The Board of County Commissioners authorized the Transportation Advisory Committee to update the strategic plan. The new edition of the plan that is presented here is intended to provide guidance to the TAC through 2019. The updated plan presented reflects changes affecting the county's transportation network that have emerged since 2011.

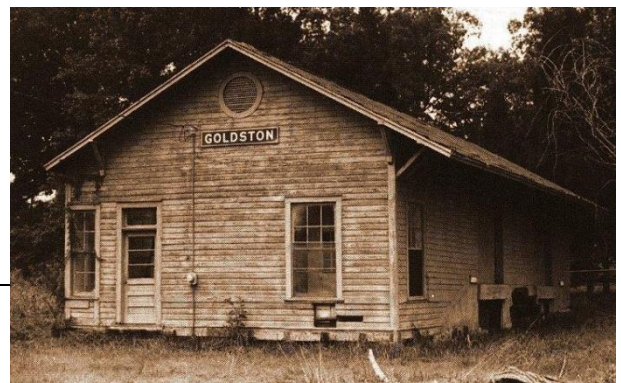
Mission and Vision

Transportation Advisory Committee was established to advise and inform the Board of County Commissioners and to serve as a venue for public discourse on all matters related to transportation.

The Committee seeks to achieve a sustainable, multi-modal transportation system that provides mobility and access for people and goods, including the impact on public health, economics, environment, inclusiveness, education and quality of life – in order to achieve a sustainable, multi-modal transportation system that provides mobility and access for residents of Chatham County.

Purpose of This Plan

The Chatham County Transportation Advisory Board's Strategic Plan provides a "roadmap" for board members in accomplishing the mission of the Board over the next four years. It is a dynamic document that helps the



Board assess, anticipate and address transportation issues and effectively communicate its intentions to the Board of Commissioners, other advisory boards, government and community-based organizations, businesses and the public.

History

Chatham County organized transportation began in the middle 1800's. The roads were referred to as "farmer's railroad." They were designed to be all weather roads that could meet the real needs of the agricultural county.

North Carolina earned the reputation as "The Good Roads State" during the first half of the 20th century. In 1931, the state legislature took over construction and maintenance of all county roads in an effort to relieve county governments of this burden and to develop a coherent transportation network across the state. To this day, North Carolina counties rely on the North Carolina Department of Transportation (NC DOT) for road and highway planning, design, construction, and maintenance outside of municipalities. (<http://www.city-data.com/states/North-Carolina-Transportation.html>)

Roadways continued to develop through the county connecting the increasing populations from the Piedmont Triad and the Research Triangle. As traffic congestion has increased, many attempts by the NC DOT have been made to increase the size and capacity of the roadways connecting to Orange, Wake and Durham counties.

The Chatham Transit Network was formed as the county's first consolidated public transportation service in 1995. A public bus system connecting to Chatham County was first proposed in 1997 and finally brought into fruition in 2008 with the Chapel Hill Transit PX Bus route.

Chapter 2: Values, Goals and Strategies

Vision and Values – The Chatham County Transportation Advisory Committee (TAC) values a transportation system that supports:

- Social/Equity, i.e. inclusiveness of low income, older adults, children, non-drivers
- Safety, i.e. preventing transportation-related injuries and deaths
- Health, i.e. preventing asthma and other respiratory conditions, physical activity, and safety
- Balance of Travel Modes, i.e. multi-modal: accessible for pedestrians, bicyclists, disabled, transit users, motor vehicles, commercial vehicles
- Economics, i.e. job commute access, creating a livable community for employers/employees, and a destination for visitors
- Education, i.e. access to educational opportunities
- Environment, i.e. air and water quality
- Connectivity, i.e. ease of access to destinations

Goals and Strategies

Goal 1: The Chatham TAC is a viable means for public participation in transportation decisions.

Public Participation Strategies

1. Conduct regular meetings open to the public.
2. Serve as a venue for residents to interact with the county, NC Department of Transportation, Metropolitan Planning Organization (MPO), and Triangle Rural Planning Organization (TARPO) representatives.
3. Solicit and consider public input through other venues.

Goal 2: The Chatham TAC provides input and recommendations to BOC and county staff on transportation planning activities.

Planning Strategies

1. Participate in long range transportation and related land use planning processes.
2. As requested, review/comment on transportation-related decisions and policy changes before the BOC.
3. As requested, review/comment on transportation-related decisions and policies and/or plans from MPO, TARPO, Pittsboro, and Siler City.

Goal 3: The Chatham TAC provides meaningful guidance/recommendations to BOC and county staff in prioritizing transportation projects that impact Chatham residents.

Project Strategies

1. Participate and provide input in transportation project prioritization processes.
2. Identify other potential funding sources for transportation projects.

Goal 4: The Chatham TAC collaborates with existing agencies to provide convenient and accessible transportation options and services.

Transportation Services Strategies

1. Collaborate with Chatham Transit Network, transit providers and organizations such as the Chatham Council on Aging, to improve transportation services for all Chatham residents.

Goal 5: The Chatham TAC serves as a vehicle to identify public concerns about transportation safety in the county.

Strategy: Relay public safety concerns to the NCDOT and the Board of Commissioners.

Goal 6: Encourage multiple modes of transportation including pedestrian, bicyclists, and transit riders when DOT or private developers are planning new roads and making improvements to existing infrastructure. The TAC will in processes involving long range planning.

Strategies:

1. Encourage expansion of multimodal transportation options when projects are being considered for prioritization.
2. Coordinate with the NCDOT to address areas of concern traffic crashes and injuries to identify key areas that have a high crash rates or a high severity of crashes.
3. Organize and analyze information with the aim of improving the local transportation project selection process.



Chapter 3: Current Conditions in Chatham

This section briefly describes the transportation patterns of Chatham County residents and visitors. In addition, the section highlights the current status of the county's transportation system, including the built environment infrastructure, local/regional services, plans, policies, and funding.

Transportation Patterns and Development Trends

About eight miles north of Pittsboro on US 15-501, large communities are under development and in the process of absorbing into the market. Fearrington Village was the first approved Planned Unit Development community in Chatham County. Over the past 40 years, residential neighborhoods have grown slowly but steadily throughout the 1,200 acres of the mixed use community and is currently building into its final phases. Briar Chapel, also off the 15-501 corridor, is a 1,590 acre mixed Use Compact Community approved in 2005. Additionally, Chatham Park, a proposed 7,000 acre mixed use development in and around Pittsboro is expected to generate a significant number of jobs in research and technology as well as housing. With three major developments adjacent to the 15-501 corridor, impacts on traffic and travel patterns should be analyzed and considered.

Also, there are two industrial "megasites" being promoted by the Chatham Economic Development Corporation that have the potential of bringing new jobs to the county. The Chatham-Siler City Advanced Manufacturing Site is located north of Siler City adjacent to US Highway 421. The Moncure-Merry Oaks Industrial site is in Moncure. While these developments will take several years to fully evolve, the corridors most impacted should be identified and considered in the county's strategic plan as well.

- Chatham Park: <http://www.chathamedc.org/buildings-sites/chatham-park>.
- Advanced Manufacturing Site: <http://www.chathamrandolphmegasite.com/>
- Moncure Merry Oaks: <http://www.chathamedc.org/buildings-sites/moncure-merry-oaks>

Chatham Demographic Data

While Chatham County is part of the Raleigh-Durham-Chapel Hill combined statistical area, it is generally considered a rural county. The county incorporates an area of more than 707 square miles. (<http://quickfacts.census.gov/qfd/states/37/37037.html>). The 2014 population was estimated at 68,698, indicating an almost 9% increase from 2010. 82.2% of Chatham residents consider themselves White, 13.1% Black, 12.8% Hispanic, 1.8% Asian, 1.2% American Indian/Alaska Native, 0.1% Native Hawaiian/Other Pacific Islander, and 1.5% more than one race. In 2009-2013, 14.9% of Chatham residents spoke a language other than English and 10% were foreign born; both of these characteristics were higher than the state averages. Estimated median household income for 2009-2013 was \$57,091, higher than North Carolina state average. 12.4% of Chatham residents live below the poverty line, compared with 17.5% of state residents.

Car Ownership and Licensed Drivers

According to the 2010-2014 American Community Survey 5-Year Estimates, Chatham County averages two vehicles per household; 5% of households in the county have no vehicle

(http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_14_5YR_B08201&prodType=table). 30% of North Carolinians do not drive because of their age, choice, disability, or cannot afford a car; 12% of the NC residents of driving age do not drive. (Source: US DOT, FHWA, <http://www.fhwa.dot.gov/policyinformation/statistics/2008/dl20.cfm>)

Transportation to Work

Nine out of ten working Chatham residents commute to work by car, 75.3% drive alone and 11.7% as carpoolers (out of all workers). Of the remaining Chatham workers, 7.7% work from home, 1% walk to work, 1.1% use public transportation, and a combined 3.2% use either taxi, motorcycle, bicycle, or other mode. The number of Chatham residents that use a taxi, motorcycle, bicycle, public transportation or work from home increased. This shows a small shift from the usage of driving a car to multimodal transportation.



Table 1 - Commuting to Work, 2011-2013

Travel Mode to Work	Number	Percent	Increase since 2005?
Drive alone	20,913	75.3%	No
Carpool	3,259	11.7%	No
Walk	275	1.0%	No
Taxi, motorcycle, bicycle, other	878	3.2%	Yes
Public transportation	306	1.1%	Yes
Worked at home	2,141	7.7%	Yes
Total Workers	27,772	100%	No

Source: 2011-2013 American Community Survey Table B08101

Journey-to-Work Flows, Chatham and Surrounding Counties, 2006-2010

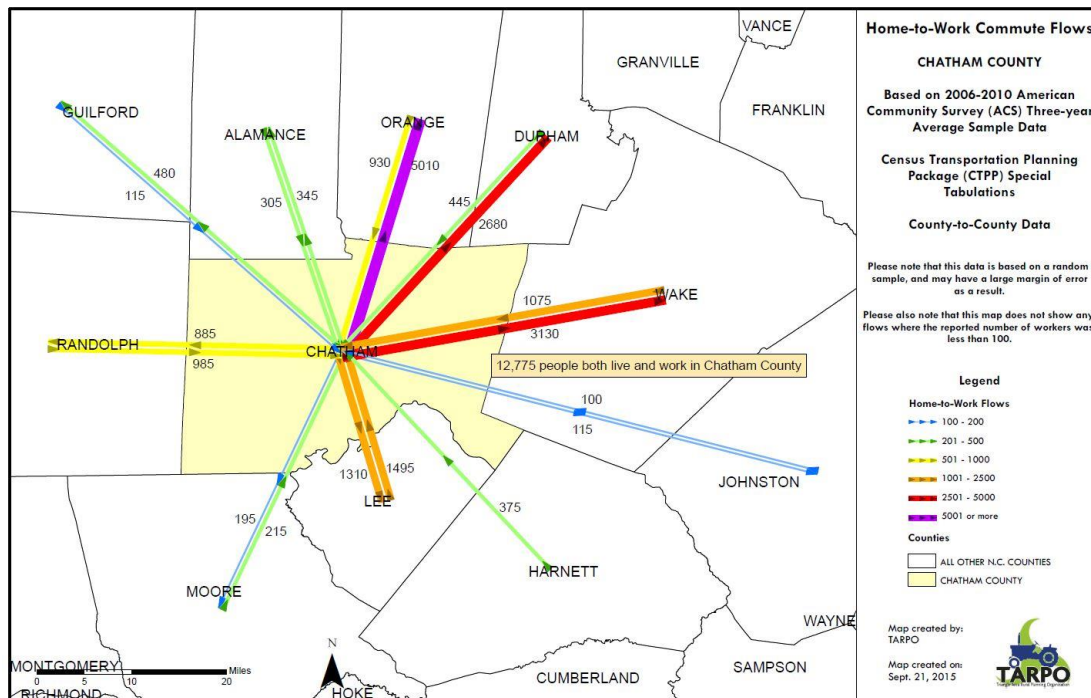
According to the 2009-2013 American Community Survey, 28,338 of Chatham County residents are employed. Statistically, 16,153 of those individuals work outside Chatham County, which is 57% of the working population. This has not changed significantly since 2000. The chart below represents the commute work flow.

Table 2 – Commuting To/From Neighboring Counties

County	From Chatham	Into Chatham
Orange	5,010	930
Wake	3,130	1,075
Durham	2,680	445
Lee	1,310	1,495
Randolph	885	985
Guilford	480	115
Alamance	345	305
Moore	195	215
Johnson	115	100
Harnett	75	375
Total	14,225	6,040

Source: 2006-2010 Census Transportation Planning Package Flow Tables

Orange County received the highest number of Chatham commuters. Wake and Durham counties also drew many residents for employment, followed by Lee, which provided the highest number of commuters from Chatham. The county experienced equivalent in- and out-commuting levels for Lee, Randolph, and Alamance counties. While the numbers were relatively small, many more Harnett residents commuted into Chatham than the reverse.



Source: 2006-2010 American Community Survey

Chapter 4: Built Environment/Infrastructure

Existing Roads and Highways

Chatham County’s transportation infrastructure is similar to many North Carolina rural counties, consisting of four lane divided highways (primary arterials), many rural two lane roads (minor arterials and collectors), and a limited number of town-owned local streets within municipalities.

Like all counties in North Carolina, Chatham County government does not build or maintain any of the roads within its boundaries. Virtually all arterial and collector roads are state owned roads that were built, improved, and maintained by the NC Department of Transportation (DOT).



Chatham County has benefitted from highway upgrades in recent years. Significant highway projects within the past decade include:

- US 15-501, between Pittsboro and Chapel Hill, is the county’s most significant commuting corridor. The road was widened and upgraded from a two lane rural highway to a four lane divided highway, which now connects the US 64 bypass to NC 54 in Chapel Hill. See Appendix 5.
- US 64 Pittsboro Bypass was constructed as an expressway route to direct east/west traffic away from the downtown traffic circle. The new configuration bypasses Pittsboro to the north and provides interchanges at NC 87 and US 15-501. The full extent of US 64 serves as connection for commuters and travelers in and through Siler City and Pittsboro; it also provides a link eastward to Apex, Cary, and Raleigh and westward to Asheboro.
- US 421 was expanded to a continuous four lane divided highway through the county. The highway connects Sanford, Siler City, and northward into Randolph County and the Triad area.

Non-Motorized Facilities

The transportation infrastructure for pedestrians, bicyclists, those using wheelchairs and others not utilizing automobiles or other motor vehicles is limited within Chatham County. Nearly all non-motorized facilities are limited to Siler City and Pittsboro. While NC DOT may construct sidewalks along state roads within towns’ limits, department policy stipulates that municipalities are responsible for on-going sidewalk maintenance. As a result sidewalks are rarely present outside municipal boundaries. One recent exception was the newly constructed sidewalk along US 15-501 from Mann’s Chapel Rd. to the UNC Commuter Lot and alongside the congested Cole Park Plaza. This project was primarily supported by federal Stimulus funds controlled by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO).





NC DOT's Division of Bicycle and Pedestrian Transportation developed the Bicycling Highways system and mapping program with nine routes covering 3,000 miles of state roads. Two of these statewide bicycle highways traverse through Chatham County. Bicycle Highway #1 (Carolina Connector) runs for nine miles in Chatham and six miles of Bicycle Highway #2 (Mountains to Sea) passes through the county. NC DOT has marked three additional signed bicycle routes for Chatham, routes #3, #4, and #5, which range in length from 34 to 37 miles. The NC Bicycling Highways and other signed bike routes are primarily intended for recreational bicyclists, which is why most routes utilize low-traffic rural routes. You may find a link to the state bike routes here: <http://www.ncdot.gov/travel/mappubs/bikemaps/>

To augment the state routes described above, the Transportation Advisory Committee created a highly detailed Chatham County bicycle route map. This map includes the official state routes and includes additional recreational routes as a resource for tourists and other visitors to Chatham County. Recreational bike routes may be found using this link: <http://www.chathamnc.org/index.aspx?page=1770>

Chatham County does not currently have any striped bike lanes, which are often preferred by novice riders. Wide outside lanes and highway shoulders are available on many of the county's arterials and collectors but their presence is inconsistent. The significant potential commuting corridors, e.g. 15-501 North, feature wide shoulders that are used by bicyclists despite the relatively high speeds of motor vehicles.

Off Road-Greenways

The American Tobacco Trail (ATT), a former railway line, extends for 22 miles from Durham southward into Chatham and Wake Counties. Four miles of the trail passes through Chatham County with a dual surface of asphalt and compacted screenings. The trail is open for foot, bike and equestrian use. The trail crosses Northeast Creek and O'Kelly Chapel Road, past the Old Chatham Golf Course. It also traverses the end of Pittard Sears Road, Panther Creek, and continues past New Hope Church Road. Most street crossings allow on-road parking. While the ATT is primarily a recreational facility with significant weekend use, the various road crossings give the trail the potential for use as a non-motorized transportation corridor. Other recreational trails in Chatham County can be found at the following site: <http://www.chathamnc.org/Index.aspx?page=708>.



Chapter 5: Public Transportation Services

Chatham Transit Network

Chatham Transit Network (CTN) provides transportation services to all Chatham County residents. CTN operates under the Triangle Rural Planning Organization (TARPO) Human Service Transportation Coordination Plan. CTN is the county's primary public transportation provider, offering route and subscription services. The organization is an independent (501c3) non-profit agency with its own Board of Directors. The total number of vehicles in their fleet is 27; consisting of vans, lift vans, and light transit vehicles with and without lifts.



CTN provides the majority of the county's subscription transportation service, possessing service contracts with agencies including Central Carolina Community College (CCCC), Chatham County Department of Social Services, Chatham County Health Department, Chatham Trades, Inc., Laurels of Chatham, Piedmont Health Senior Services, Siler City Care and Rehabilitation, and Chatham County Council on Aging.

CTN started providing services for the former Chapel Hill Transit (CHT) PX route on July 1, 2015. Additional information is available at <http://chathamtransit.org/> or contact CTN at 919-542-5136.

The Cross County Route is now the PX and 64 routes. The PX Route is from Pittsboro to Chapel Hill, The 64 Route is from Pittsboro to Siler City. One-way fare is \$3. The Pittsboro Express provides pick up and drop off at Pittsboro Lowe's Home Improvement, SECU in Pittsboro, and a downtown location, Downtown Pittsboro stop has moved to the Justice Center. The 64 Eastbound and Westbound routes offer pick up and drop off location at Walmart in Siler City, and CCCC in Siler City. For complete details click on the link provided above.

CTN receives some private funding to provide public transportation throughout Chatham County, it does not operate on weekends or evenings.

Sister- to- Sister

Sister to Sister has provided transportation services for residents of Chatham County since March of 2001. The populations currently served are the elderly and the disabled. All services are door-to-door from homes in deep rural areas of Chatham County to doctor's appointments, beauty and barber shops, banks, grocery stores, school, employment development sites, and other necessary services. All drivers are drug screened, certified safe drivers by the State of North Carolina, and are trained in CPR and First Aid.

Sister-to-Sister currently employs 10 three-quarter time people. Sister-to-Sister owns 15 vehicles, 4, 15 passenger vans, 3 with wheel chair lifts, 6, 7-8 passenger mini-vans, and 5, 4-5 passenger cars. They currently service many transit clients per day.

They have a bilingual staff member. Services such as late night hospital discharge, weekend trips, such as shopping trips, visits or worship services are also provided by Sister-to-Sister. Sister-to-Sister also provides additional accessibility to those with physical or mental impairments. They offer a unique option in physical assistance to get from inside the home to the accessible van or bus, and then upon arrival at the destination, assistance is offered inside the facility where they have an appointment.

Public Vanpool Services

Chatham commuters are served by two public transportation agencies offering vanpool arrangements to commuters: Triangle Transit and Piedmont Authority for Regional Transportation known as the acronym PART. Commuters learn if there is a vanpool they can use, or register their interest through a free statewide database housed through the GoTriangle.org website. These vans make agreements to park at central locations, such as shopping centers and churches, where riders meet to board.

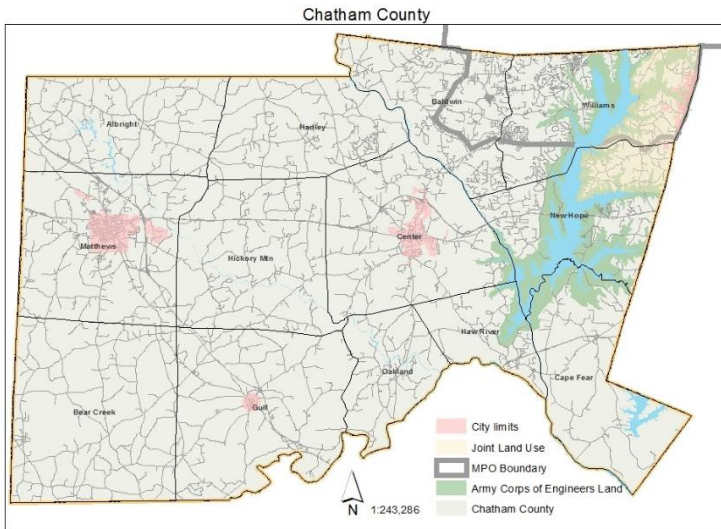
Thompson & Little Transportation (TLT)

Thompson and Little, located in Bear Creek, has been providing transportation services in Chatham County since 2008. They are an incorporated 501c 3 company that offers contract services for Chatham County Schools, CCCC Sanford Campus, Vocational Rehab and some private clients. The services offered through Chatham County Schools consist of the Exceptional Children's Program, The Homeless Student Program and School Choice. TLT covers most all of Chatham County, their hours of operation are from 6:00 AM-5:00 PM, with some afterhours work sites. They currently own 2 cars and 10 vans.

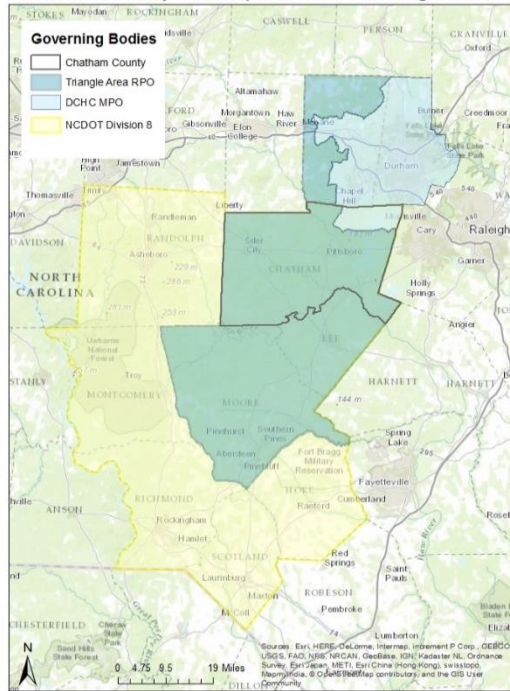
Chapter 6: Transportation Policy and Planning

Chatham County Comprehensive Transportation Plan

The N.C. Department of Transportation completed the comprehensive transportation plan (CTP) for Chatham County in 2016. This plan encompasses all modes of transportation, describes the existing network in the county, and projects transportation system needs during the next 30 years. The study will assist local policy makers with decisions involving long-range transportation system improvements. The Department of Transportation engaged county and municipal elected officials and members of the general public in the development of the plan. The Chatham County Comprehensive Transportation Plan can be accessed on-line at: <http://chathamnc.org/index.aspx?page=1294>.



Chatham County's Transportation Governing Bodies



Triangle Area Rural Planning Organization

In 2000, North Carolina established rural planning organizations (RPOs) in order to provide non-urbanized communities with a larger collective influence as NC DOT determines transportation planning and capital financing decisions. RPOs are voluntary associations of local governments that plan rural transportation systems and advise the NCDOT on regional transportation projects and priorities.

The Triangle Area Rural Planning Organization (TARPO) is an association of local governments in Chatham, Lee, Moore, and a portion of Orange. (See Figure 1) TARPO also has member representation by Pittsboro, Siler City and other municipalities within the four counties. TARPO's main goals are:

1. Developing long-range local and regional multimodal transportation plans with NCDOT
2. Prioritizing suggestions for transportation projects to be included in the State Transportation Improvement Program (STIP)
3. Providing transportation-related information and data to the public and private sectors
4. Encouraging public participation in the transportation planning process

Annual Planning Work Programs (PWPs) and budgets determine the specific tasks of the TARPO staff. More information can be found at www.tarpo.org.

TARPO is served by two standing committees, the Rural Technical Advisory Committee (RTAC) and the Rural Technical Coordinating Committee (RTCC). "The RTAC is responsible for keeping the policy boards informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of the policy boards; and

helping to ensure meaningful public participation in the transportation planning process.” Chatham County Commissioners appoint one representative to serve on the RTAC, and there is one representative from the municipalities in Chatham County. The RTCC “is responsible for the general review, guidance and coordination of the transportation planning process.” Planning staff from Chatham County, the Town of Pittsboro, and the Town of Siler City participate in the RTCC.

Durham Chapel Hill Carrboro MPO (Northeast Chatham)

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) is the regional organization responsible for transportation planning for the western part of the Research Triangle area in North Carolina. The DCHC urbanized area covers all of Durham County, a portion of Orange County including the Towns of Chapel Hill, Carrboro, and Hillsborough, and Northeast Chatham County.

Similar to TARPO, the DCHC-MPO is an umbrella organization comprised of an MPO Board composed of elected officials and a Technical Committee composed of staff from local governments, and the State. The MPO Board is a policy body that coordinates and makes decision on transportation planning issues. Chatham is represented on the MPO Board with one seat for a county commissioner and one alternate.

North Carolina Department of Transportation

In North Carolina, county governments or municipalities do not typically build or maintain roads. Aside from those that are private, virtually all other roads are built and maintained by NC DOT. Chatham lies within NC DOT’s Division Eight, which is headquartered in Aberdeen, NC. Each highway division office is responsible for planning, design, construction, and maintenance of all state roads within its region. This includes the roadway surface, signage, signals, and maintenance of the surrounding right-of-ways. Each highway division works with the municipalities, MPOs and RPO within its region to plan and prioritize road projects on state highways.

Funding for Transportation

There are many funding opportunities for transportation in Chatham County. Some of these funding sources are allocated to the county on an annual basis while others are competitive. Some apply only to certain modes of transportation and some to specific geographic areas of the county. A single project may draw from more than one funding source, depending on the scope and complexity of the project. The funding sources listed below are the most applicable resources for the county.

- The **Statewide Transportation Improvement Program (STIP)** is a project funding list developed by NCDOT every two years, listing projects that are anticipated to be funded over the next 10 years. Projects are submitted for consideration through either the DCHC MPO or TARPO, and are then scored based on a number of criteria and compared with other projects at the statewide, region, and NCDOT division levels to determine which projects will receive funding. This is governed by a state law passed in 2013 that established a data-driven “Strategic Transportation

Improvements” (STI) process to guide funding decision making. All modes of transportation (highway, rail, bicycle, pedestrian, transit, ferry, and aviation) are eligible for this process, and most types of capital (non-maintenance or non-operations) projects are required to go through the STI prioritization process. Appendix 4 presents the list of STIP projects in Chatham County as of January 2016.

- **Surface Transportation Program Direct Allocation (STPDA) and Transportation Alternatives Program Direct Allocation (TAPDA)** are two federal funding pots controlled by the DCHC MPO directly. Projects within the MPO planning boundary can be submitted to the MPO for funding consideration under these, outside of the STI process described above. STPDA funds are eligible for use on a wide variety of projects, guided by the goals established by the MPO Board. TAPDA funds are primarily used for bicycle and pedestrian projects.
- **Congestion Mitigation & Air Quality (CMAQ)** is a competitive program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants. The federal program currently has a minimum project cost of \$100,000 and will fund up to 80% of the project cost. Projects must be located in Baldwin, Center, New Hope or Williams Townships. Applications are submitted to NCDOT through either the DCHC MPO or TARPO.
- The **Secondary Road Improvement Program** funds the improvement and maintenance of secondary roads, selected and prioritized in accordance with statewide criteria developed by NCDOT. Funds are allocated to each County annually from the Highway Fund and from the Highway Trust Fund.
- The **5310 Enhanced Mobility of Seniors and Individuals with Disabilities** Program is a discretionary grant to fund public transit operating and capital projects that target the elderly and persons with disabilities.

Complete Streets Policy

The NC Board of Transportation and NC DOT have recently recognized the importance of developing a balanced road network and transportation system. In 2009, the Board passed one of the nation’s first statewide “Complete Streets” policies. A complete street is specifically defined as one that safely accommodates all users, including pedestrians, bicyclists, transit users, people with disabilities, older adults, and children, in addition to automobiles and trucks. Complete Streets policies and guidelines are quickly gaining momentum among states, MPOs, counties, and municipalities as they design roadways that serve citizens who drive and those who do not.

The policy requires planners and designers to consider and incorporate multimodal alternatives in the design and improvement of all transportation projects within a growth area of a municipality unless certain circumstances exist. “As a partner in the development and realization of their visions, the Department desires to assist localities, through the facilitation of long-range planning, to optimize connectivity, network interdependence, context sensitive options, and multimodal alternatives.”

(NC DOT July 2009 Board of Transportation Complete Streets Policy (<http://completestreetsnc.org/>)). Since the adoption of that policy, NCDOT has developed more detailed design guidelines for use in implementing the Complete Streets policy, as found at completestreetsnc.org.

Safe Routes to School Program

As a result of the 2005 federal transportation reauthorization (SAFETEA-LU), the US Federal Highway Administration required all states to develop a Safe Routes to School (SRTS) programs to improve the safety and conditions for walking and bicycling for children on their way to/from school. More recent federal transportation laws have removed the specific funding for SRTS, but have maintained SRTS as an eligible spending activity under the Transportation Alternatives Program (TAP). In recent years, NC DOT developed and administered a SRTS grant program for planning, infrastructure, and non-infrastructure projects, however it is unclear at this time what the long-term picture for this funding will be, based on the changes in federal law. Project examples include school-focused safety improvements such as sidewalks, signage, signalization, bike lanes, and off street shared paths. More information may be found at these websites, <http://www.saferoutesinfo.org/> and <http://safety.fhwa.dot.gov/saferoutes/guidance/#toc123542195>.

Strategic Transportation Corridors

In 2015, the NCDOT adopted the Strategic Transportation Corridors policy, the purpose of which is as follows: “It is the stated purpose of Strategic Transportation Corridors to identify from existing facilities a network of multimodal high priority strategic transportation corridors which will form the state’s core network of highly performing facilities for movement of high volumes of people and freight. The facilities and services in those corridors are considered to be of great importance on a statewide basis for long-distance movement of people and freight. The policy establishes that preservation of those facilities at a consistently high level of functionality, in terms of classification, condition, and service, will guide long-term planning at statewide, regional, and corridor levels and should be considered the state’s highest priority when such corridors are being analyzed within the framework of regional or local transportation and land use plans.”

(<https://connect.ncdot.gov/projects/planning/pages/NCTransportationNetwork.aspx>)

Within Chatham County, US 64, US 421, and the US 1/CSX railroad corridor are identified as Strategic Transportation Corridors, meaning that future project decisions on these corridors will need to strike a careful balance between meeting local goals and statewide mobility needs.

Chapter 7: Summary

While Chatham clearly maintains a rural character, the county is growing rapidly. The transportation system must adjust and evolve to address the needs of current and future Chatham residents. Chatham experiences high rates of automobile commuting, especially driving alone. By far, the most significant out-of-county commuting destination is Orange County, particularly UNC Chapel Hill.

Alternative modes of travel have increased in recent years, including walking and use of public transportation; carpooling appears to be stagnant. The county has few facilities for alternative transportation, such as sidewalks, bike lanes, off road paths, and transit facilities. Virtually all of those that do exist are limited to Siler City and Pittsboro (with exception of the newly constructed sidewalk along 15-501 near Cole Park Plaza). The American Tobacco Trail in Chatham County is also a significant off road pathway connecting Durham and Wake counties, but the trail is almost exclusively a recreational facility. Very few Chatham County youth walk or bicycle to school, which should be considered as part of the transportation system.

Chatham has opportunities to influence transportation decisions that would otherwise be made solely by NC DOT. This is done through regular leadership of and participation in TARPO and the MPO. NC DOT relies on local input for long range transportation planning and implementation through its Transportation Improvement Program. In addition to these processes, Chatham County has successfully accessed grants to help serve the public transportation needs of workers, low income residents, older adults, and community college students.

Chatham Transit Network fills a critical need as a paratransit system (complemented by local private transportation services). The addition of the Chapel Hill Transit PX route reflected growth of the county's transportation system, establishing a reliable fixed route service for the Chatham's primary commuting corridor.

The NC General Assembly, NC DOT, and Board of Transportation have set the tone for greater mobility of all residents, although implementation and funding challenges remain.



Appendix 1

Existing Roads and Highways in Chatham

Owner	Freeway/Expressway	Arterial	Collector	Local	Total
NCDOT	67.1	133.6	235.5	782.1	1218.3
Cary	0	0	0	12.5	12.5
Goldston	0	0	0	3.8	3.8
Pittsboro	0	0	0	24.0	24.0
Siler City	0	0	0	33.7	33.7
Total Public	67.1	133.6	235.5	856.1	1,292.3

Source: 3rd Quarter 2015 NCDOT Road Characteristic File; 2014 Powell Bill Fund Mileage Report; Town of Cary estimated using Chatham County GIS data

Note: On divided roadways, NCDOT reports mileage for each side separately, so mileage shown on these facilities is double the actual centerline mileage.

Appendix 2

Major Chatham Roads/Highways by Functional Classification

Classification	Chatham Roads (Average Daily Traffic 2013/14)
Freeway/Expressway	US 64 Pittsboro Bypass (10,000-13,000) US 421 Siler City Bypass (11,000) US 1 (19,000-21,000)
Principal Arterial	US 64, other than Pittsboro Bypass (10,000-23,000) US 421 south of Siler City (10,000-11,000) US 15-501 north of US 64 (15,000-26,000)
Minor Arterial	US 15-501 south of US 64 (6,000-16,000) NC 87 north of US 64 (2,000-3,000) Old US 421 through Siler City (2,000-8,000) Mt Carmel Church Rd (5,000)
Major Collector	US 64 Business through Pittsboro (5,000-11,000) NC 22 (2,000) NC 42 (1,000-2,000) NC 87 between US 64 and US 15-501 (3,000-8,000) NC 751 (8,000) NC 902 (1,000-2,000) Corinth Rd (1,000-4,000) Old US 1 through Moncure (4,000) Pittsboro-Moncure Rd (3,000) Pea Ridge/Beaver Creek Rds (1,000-3,000) Farrington/Farrington Point/Old Farrington Rds (5,000-9,000)

Lewter Shop Rd (2,000)
Green Level Rd (1,000)
Martin Luther King Jr Blvd from 2nd Ave to US 421 Bypass (4,000)
Raleigh St/Siler City-Glendon Rd (1,000-7,000)
W 3rd St west of Old US 421 (1,000-5,000)

Minor Collector

Bonlee-Bennett Rd
Washington St/Howards Mill Rd in Bennett
Old US 421 through Bonlee, Bear Creek, and Goldston
Pittsboro-Goldston Rd
Coleridge Rd
Chatham Ave in Siler City
E 3rd St east of Old US 421
Alston Bridge Rd between 2nd Ave and US 421 Bypass
Piney Grove Church Rd between Old US 421 and US 421 Bypass
Siler City-Snow Camp Rd
Silk Hope-Liberty Rd
Silk Hope Rd/Silk Hope-Lindley Mill Rd
Chicken Bridge Rd
Crawford Dairy Rd between Chicken Bridge and Jones Ferry
Jones Ferry Rd north of Crawford Dairy Rd
River Rd/Hamlets Chapel Rd
Manns Chapel Rd
Lystra Rd
Mt Gilead Church Rd
O'Kelly Chapel Rd

Local Roads
Cary, or Goldston)

All other public roads (whether owned by NCDOT, Pittsboro, Siler City,

Note: Minor collector and local roads are too numerous to list in this document

Appendix 3

Multimodal

Surface Transportation Program-Direct Attributable (STP-DA) funds are the most flexible of DCHC funds and can be used for a variety of transportation projects, transit projects, and planning activities. The MPO funds are distributed through a partially competitive and non-competitive process.

Congestion Mitigation & Air Quality (CMAQ) is a federal program, administered by NCDOT, that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants. The program has a minimum project cost of \$100,000 and will fund up to 80% of the project cost. This program is only applicable to projects that are located in Baldwin, Center, New Hope or Williams Townships in the county.

www.ncdot.org/doh/preconstruct/tpb/services/air.html

Statewide Contingency Funds is a state program that funds highway improvements and related transportation enhancements to public roads/public facilities, industrial access roads and spot safety projects in rural or small urban areas. Projects may be requested by municipalities, counties, businesses, schools, citizens, legislative members or NCDOT staff, and must be sponsored by the President Pro Tempore of the Senate, the Speaker of the House and the Secretary of Transportation.

Small Construction Funds is a state program that provides up to 100% of the construction costs of transportation projects, up to \$250,000 in cost, which could not be funded in the State Transportation Improvement Program. The State appropriates \$1.5 million annually to each Highway Division. Projects can be submitted by municipalities, counties, businesses, schools, industrial entities or NCDOT staff, and are recommended to the Board of Transportation by a Project Review Committee.

Economic Development Funds is a state program that funds projects, up to \$400,000 in cost (unless waived by the Board and NCDOT Secretary), that contribute to further economic growth and development by attracting new businesses, new industries, or expanding existing businesses or industries that increase employment opportunity. For the past three fiscal years, the State has appropriated \$5M annually to each Highway Division. Funds not spent on economic development projects in each division shall be used on spot safety needs to enhance safety, reduce congestion, improve traffic flow, reduce accidents or for system preservation.

The **High Hazard Elimination** program is a federally funded safety program which requires that a systematic approach be used to add eligible safety projects to the TIP. All projects considered for this program must go through a rigorous and definitive procedure approved by the Federal Highway Administration (FHWA) for ranking such projects for funding.

www.ncdot.org/doh/preconstruct/traffic/te ppl/Topics/F-26/F-26.html

The North Carolina **Highway Safety Improvement Program (HSIP)** is a federally funded program that identifies, reviews and addresses specific traffic safety concerns throughout the state in order to reduce the number of traffic crashes, injuries and fatalities by reducing the potential for and the severity of these incidents on public roadways. www.ncdot.org/doh/preconstruct/traffic/safety/programs

The **Spot Safety Program**, a state funded program that is part of the HSIP, provides funding for smaller improvement projects to address safety, potential safety and operational issues. The maximum allowable contribution of Spot Safety funds per project is \$250,000, with other monetary sources (such as Small Construction or Contingency funds) often assisting in funding these projects.

The **Hazard Elimination Program**, part of the HSIP, is used to develop larger improvement projects to address safety and potential safety issues. It is funded with 90% federal funds and 10% state funds, with projects typically ranging in cost between \$400,000 and \$1 million.

Roads

The **State Street-Aid (Powell Bill) Program** allocates funds to incorporated municipalities on an annual basis for the purposes of maintaining, repairing, constructing, reconstructing or widening local streets that are the responsibility of the municipalities or for planning, constructing or maintaining bikeways or sidewalks along public streets and highways. www.ncdot.org/programs/Powell_Bill

Public Access Funds is a state program that funds public school bus drives, access roads to public airports and medical facilities, driveways for rural fire district and rescue squad facilities, and projects to assist in attracting new industry and/or relocating or expanding industry. Projects can be requested by schools, volunteer fire departments and industrial entities. Project limits are \$50,000 per public school site, \$25,000 per fire/rescue driveway project, and \$1,000 per employee for industrial access projects.

The **Secondary Road Improvement Program** is a state program that funds the improvement and maintenance of secondary roads, selected and prioritized in accordance with statewide criteria developed by NCDOT. Funds are allocated to each County annually from the Highway Fund and from the Highway Trust Fund. (G.S. 136-44.2A, G.S. 136-44.7 and G.S. 136-44.8)

The **High Risk Rural Roads Program (HRRRP)**, part of the HSIP, provides funding for construction and operational improvements on rural collectors or local roads. High risk rural roads are defined as those roadways that are functionally classified as rural major collectors, rural minor collectors, or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for those functional classes of roadway, or likely to experience an increase in traffic volume that leads to a fatal and incapacitating injury crash rate in excess of the average statewide rate.

The Office of **Federal Lands Highway (FLH)** provides program stewardship and transportation engineering services for planning, design, construction, and rehabilitation of the highways and bridges that provide access to and through federally owned lands (including Army Corps of Engineers lakes). flh.fhwa.dot.gov

The **Highway Bridge Program (HBP)**... <http://www.fhwa.dot.gov/bridge/hbrpp.htm>

The **Governor's Highway Safety Program (GHSP)** provides "seed" funding for highway safety projects or programs. All projects are expected to make substantial progress in reducing crashes, injuries and fatalities as a condition of continued funding. Additionally, funding cannot be used to replace or supplant existing expenditures, nor can they be used to carry out the general operating expenses of the grantee.

Transit

NCDOT PTD's **Community Transportation Program** is a combination of three federal and state programs that provides the majority of funding for the state's rural transportation systems. First, the *Nonurbanized Area Formula Program* (FTA Section 5311) is a Federal program that funds capital, operating and administrative activities. The maximum federal participation is 80% for administrative and capital costs and 50% for operating, with NCDOT matching 5% for administrative costs and 10% for capital. Second, the *Rural Capital Program* is a combination of three federal and state programs that provides up to 90% of the funds for the purchase of vehicles, communications equipment and related capital equipment; the purchase or upgrade of computer equipment, file servers, software, printers, telephone systems, mobile data terminals, automatic vehicle locators and other technologies; the purchase or renovation of facilities for administrative and/or operating use; or, the preparation of feasibility plans, land acquisitions, and design and construction costs. Lastly, the *Human Service Transportation Management Program* provides up to 85% of eligible costs for the administrative costs associated with the transportation of consolidated human service transportation systems and systems operating in urbanized area counties where a consolidated countywide transit system does not exist.

The **Rural Operating Assistance Program (ROAP)** is a combination of three state programs and is directed to county governments. First, the *Elderly and Disabled Transportation Assistance Program (EDTAP)* provides up to 100% of the cost of operating assistance for transportation for the elderly and persons with disabilities. Second, the *Rural General Public Program* provides up to 90% of the cost for general public service in rural areas. Finally, the *Employment Transportation Assistance Program* funds up to 100% of the cost for transportation to employment for low-income individuals and also supports the North Carolina Rural Vanpool Program.

The **5310 Elderly and Persons with Disabilities Program** is for expanding trip opportunities for older individuals and persons with disabilities.

The **5316 Job Access and Reverse Commute (JARC) Program** targets persons of low income and welfare recipients as a primary user, as well as anyone whose commute trips "are not effectively served by public transportation." The program is further broadened by the inclusion of trips related to training or job retention that benefit persons of low income and welfare recipients, including trips to daycare, certification courses or employment services.

The **5317 New Freedom Program** is "going beyond ADA requirements" to make public transportation more accessible to persons with disabilities. This generally includes two types of projects: 1) physical facilities, such as improved pathways, audible information at bus stops or accommodation of oversized wheelchairs; and, 2) expanded service, such as service beyond the required quarter mile ADA service buffer either side of fixed routes, new ADA feeder services or new volunteer driver programs.

	5310	5316	5317
Eligible Activities	Capital, including mobility management activities and voucher programs Operating	Capital, including mobility management activities Operating	Capital, including mobility management activities Operating
Cost Split	<i>Federal/State/Local</i> 80/10/10* for Capital 50/0/50* for Operating	<i>Federal/State/Local</i> 80/10/10 for Capital 50/0/50 for Operating	<i>Federal/State/Local</i> 80/10/10 for Capital 50/0/50 for Operating
Requires Locally Coordinated Plan?	YES	YES	YES
Private Sector May Compete?	NO	YES	YES

*A transit system can use its ROAP funds towards the required local match for 5310.

The most recent call for projects from NCDOT PTD for these funds was in early 2010, with an application due date of March 31, 2010. The table at right shows the amount of funds available in rural and small urban areas in each category, as well as what was awarded to project applicants.

	5310	5316	5317
Available	\$3,573,511	\$5,025,237	\$3,266,800
Awarded	\$1,873,035	\$1,660,692	\$388,850

The North Carolina **Congestion Relief and Intermodal 21st Century Transportation Fund** (House Bill 148, signed into law August 2009) gives local governments the authority to levy a ¼ cent sales tax and/or car registration fee to fund public transportation.

FTA Discretionary – 5309

The **Regional and Intercity Program** provides up to 50% of net operating costs for intercity bus service in underserved areas of North Carolina that connect to the national intercity network, and provides state funds for Travelers' Aid programs that assist homeless, stranded or indigent travelers with their intercity transportation needs through the purchase of bus tickets.

The **Rural Planning Program** is a federal and state program that funds up to 100% of the cost of regional feasibility studies and up to 90% for implementation plans or local planning studies.

The **Public Transportation Grant Program** is a state program with several purposes: provide matching funds for NCDOT statewide grants and local federal capital and planning grants; fund short-term demonstration projects and those ineligible for federal funding; and, fund the Apprentice and Intern Programs and the Transportation Demand Management Program. The *Apprentice and Intern Programs* provide up to 90% of the eligible costs for the work experience of selected recent graduates (apprentices) and graduate students (interns) in public transportation. The *Transportation Demand Management (TDM) Program* is a combination of federal Congestion Mitigation and Air Quality (CMAQ)

funds and state funds to encourage ridesharing arrangements such as carpools and vanpools and the use of public transit and other alternative transportation in an effort to reduce congestion and vehicle emissions.

Bicycle, Pedestrian and Others

The **Transportation Enhancement** program is a federal program, administered by NCDOT's Program Development Branch, for surface transportation and related projects that benefit the traveling public and help communities increase transportation choices and access, enhance the built or natural environment and create a sense of place. The program has twelve qualifying activities and funds up to 80% of the project cost. www.ncdot.org/programs/Enhancement

Safe Routes to School (SRTS) is a federal program, managed by NCDOT, which seeks to improve safety and encourage more children to safely walk and bicycle to school. safety.fhwa.dot.gov/saferoutes

The **Bicycle and Pedestrian Planning Grant Initiative** is an annual matching grant program administered by the NCDOT Division of Bicycle and Pedestrian Transportation and the Transportation Planning Branch to encourage municipalities to develop comprehensive bicycle plans and pedestrian plans. Only municipalities are eligible for the program, which provides 60-80% of the project cost, based on municipal population. www.ncdot.org/bikeped/planning

The **National Scenic Byways Program** provides funding for activities associated with established Scenic Byways, including State and Indian Tribe Scenic Byway Programs, Corridor Management Plans, safety improvements, byway facilities, access to recreation, resource protection, interpretive information and marketing. www.fhwa.dot.gov/hep/byways

The **Transportation, Community, and System Preservation (TCSP) Program** is a comprehensive initiative of research and grants to investigate the relationships between transportation, community and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community and system preservation plans and practices that improve the efficiency of the transportation system of the United States; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and, examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals. www.fhwa.dot.gov/tcsp

The **North Carolina Division of Parks and Recreation** manages three grant programs

(www.ncparks.gov/About/grants/trails_main.php). The Adopt-A-Trail (AAT) Grant Program funds projects related to the promotion, construction or renovation of trails or trail-side facilities, providing up to 100% of projects costs with a maximum project cost of \$5,000. The Recreational Trails Program (RTP) funds projects related to the construction or renovation of trails or trail-side facilities, providing up to 75% of project costs with a maximum project cost of \$75,000. The Parks and Recreation Trust Fund

(PARTF) provides dollar-for-dollar matching grants to local governments for parks and recreational projects to serve the public, with a maximum project cost of \$500,000.

Appendix 4

The following is the list of **STIP projects in Chatham County** as of January, 2016:

Mode	TIP# or SPOT ID #	Route / Facility Name	From / Cross Street	To	Description	Project Status	State Transportation Improvement Program (STIP) Schedule
Highway	R-5724	US 15-501 Hillsboro Street	Launis Street	Powell Place	Widening to Provide Continuous Turn Lane, Curb, Gutter, Bike Lanes, and Sidewalks	Committed Project 2016-2025 STIP	RW FY 2019 Utilities FY 2019 Construction FY 2020
Highway	U-5737	US-64 E 11th St	US 421 Bypass	SR 1317 (Greensboro Ave)	Improve roadway by adding median for access control, with sidewalks, crosswalks, bike lanes and/or multi-use sidepath as recommended in Bike & Ped plans	Committed Project 2016-2025 STIP	RW FY 2019 Utilities FY 2019 Construction FY 2020
Highway	B-5747	SR 2145 R. Jordan Rd			SR 2145 (R. Jordan Rd), replace Bridge #180157 over Cedar Creek.	Committed Project 2016-2025 STIP	RW FY 2017 Construction FY 2017
Highway	SPOT ID# H090562	US 15-501 Sanford Road	Roberson Creek (Bridge No. 17)	NC 87 (Pittsboro)	'Widening to Provide Continuous Turn Lane, Curb, Gutter, Bike Lanes, and Sidewalks	Project already in P4.0 database from previous prioritization	Project will be re-evaluated for consideration in FY 2018-2027 State Transportation Improvement Program
Highway	SPOT ID# H090555-A	NC 751	US 64	SR 1731 O'Kelly Chapel Rd	Widen NC 751 to multilanes (4 lanes with Bicycle lanes) from US 64 to SR 1731 O'Kelly Chapel Rd	Project reprioritization in P4.0	Project has been resubmitted for consideration in FY 2018-2027 State Transportation Improvement Program

Highway	SPOT ID# H140377	US 64 W 11th St	SR 1317 Greensboro Ave	Glenn Ave	Add median/sidewalk/bike lanes from Greensboro Ave to Glenn Ave in Siler City	Project reprioritization in P4.0	Project has been resubmitted for consideration in FY 2018-2027 State Transportation Improvement Program
Highway	SPOT ID# H150227	SR 1731 O'Kelly Chapel Rd	NC 751	O'Kelly Chapel Rd	Intersection improvements at NC 751 & O'Kelly Chapel Rd. Add turn lanes, improve truck turn radius, and realign skewed intersection.	New project submittal P4.0	Project has been submitted for consideration in FY 2018-2027 State Transportation Improvement Program
Highway	R-4754	NC 87	NC 902	Alamance County Line	Widen to 12 ft lanes and 4 ft paved shoulders	Project already in P4.0 database from previous prioritization	Project will be re-evaluated for consideration in FY 2018-2027 State Transportation Improvement Program
Highway	SPOT ID# H090568	SR 1012 Pittsboro-Moncure Rd	US 15-501/NC 87	SR 1011 Old US 1	Modernize Roadway (widen lanes to standard 12 ft lane widths), including paved shoulders	Project reprioritization in P4.0	Project has been resubmitted for consideration in FY 2018-2027 State Transportation Improvement Program
Highway	SPOT ID# H150762	US 64	NC 751		Construct interchange at US 64 and NC 751 in Chatham County	New project submittal P4.0	Project has been submitted for consideration in FY 2018-2027 State Transportation Improvement Program

Bike & Ped	EB-5734	E. Raleigh St	S. 6th Ave	US 64 E 11th St	SR 2013 E. Raleigh Street from South 6th Ave to US 64 East 11th St in Siler City. Construct sidewalk on South side from South 6th Ave to South 10th Ave and construct multiuse path on south side from south 10th Ave to US 64 (E. 11th St).	Committed Project 2016-2025 STIP	RW FY 2018 Construction FY 2020
Bike & Ped	EB-5738	SR 1008 Mt. Carmel Church Rd	SR 1008 Old Farrington Point Rd		Construct Bicycle lanes along SR 1008 Mt. Carmel Church Rd from SR 1008 Old Farrington Point Rd to the Orange County Line.	Committed Project 2016-2025 STIP	Preliminary Engineering FY 2016 Construction FY 2017
Bike & Ped	EB-5739	SR 1532 Manns Chapel Rd	US 15-501	SR 1534 Poythress Rd	Construct Bicycle lanes along SR 1532 Manns Chapel Rd from US 15-501 to SR 1534 Poythress Rd	Committed Project 2016-2025 STIP	Preliminary Engineering FY 2016 Construction FY 2017
Bike & Ped	SPOT ID# 150147	Prittard Sears Rd	SR 1731 O'Kelly Chapel Rd	Trailhead at American Tobacco Trail	Construct sidewalk along western side of Pittard Sears Rd between O'Kelly Chapel Rd and Trailhead.	New project submittal P4.0	Project has been submitted for consideration in FY 2018-2027 State Transportation Improvement Program
Bike & Ped	SPOT ID# B150150	SR 1731 O'Kelly Chapel Rd	American Tobacco Trail	SR 1630 Green Level Church Rd	Construct 10' wide streetside trail along O'Kelly Chapel Rd between existing trail at Green Level Church Rd and American Tobacco Trail.	New project submittal P4.0	Project has been submitted for consideration in FY 2018-2027 State Transportation Improvement Program
Bike & Ped	SPOT ID# B150573	American Tobacco Trail	O'Kelly Chapel Rd		Construct pedestrian and bicycle crossing (tunnel) at ATT crossing of O'Kelly Chapel Road.	New project submittal P4.0	Project has been submitted for consideration in FY 2018-2027 State Transportation Improvement Program

Mode	TIP# or SPOT ID #	Route / Facility Name	From / Cross Street	To	Description	Project Status	State Transportation Improvement Program (STIP) Schedule
Bike & Ped	SPOT ID# B140577	SR 1107 E 3rd St	US 64 E 11th St	N 5th Ave	Construct sidewalk on south side of E 3rd St	Project reprioritization in P4.0	Project has been resubmitted for consideration in FY 2018-2027 State Transportation Improvement Program
Bike & Ped	SPOT ID# B150436	SR 1107 3rd St, 2nd St, SR 1006 Raleigh St, Beaver St	SR 1108 Chatham Ave	Norfolk Southern Railroad	Add ADA-compliant crosswalks & curb extensions at (1) Chatham Ave & 3rd St; (2) Chatham Ave & 2nd St; (3) Chatham Ave & Beaver St; (4) Birch Ave & 2nd St; (5) Birch Ave & Raleigh St; and add ADA-compliant at-grade rail crossings on 3rd St, 2nd St, and Raleigh St	New project submittal P4.0	Project has been submitted for consideration in FY 2018-2027 State Transportation Improvement Program
Bike & Ped	SPOT ID# B150684	SR 1108 Chatham Ave	Craven St	North Town Limits of Siler City	Construct sidewalk, including improvements at rail crossing	New project submittal P4.0	Project has been submitted for consideration in FY 2018-2027 State Transportation Improvement Program
Bike & Ped	SPOT ID# B150689	SR 1006/2113 2nd Ave	SR 1317 Greensboro Ave	SR 2113 Fayetteville Ave	Road diet with addition of crosswalks, sidewalks, bike lanes, median with refuge islands, curb extensions, and on-street parking	New project submittal P4.0	Project has been submitted for consideration in FY 2018-2027 State Transportation Improvement Program

Bike & Ped	SPOT ID# B142265	SR 1008 Farrington Point Rd/Farrington Mill Road	Durham County Line	SR 1721 Lystra Rd	Construct Bicycle lanes along SR 1008 Farrington Point Road/Old Farrington Point Road from the Durham County Line to SR 1721 Lystra Road	New project submittal P4.0	Project has been submitted for consideration in FY 2018-2027 State Transportation Improvement Program
Aviation	AV-5736	5W8 - Siler City Municipal Airport			Acquisition of approximately 17 acres of aviation easement in the Runway 22 approach. Project also includes select tree removal in the easement to remove obstructions to the approach. Acquisition of approximately 15 acres of aviation easement in the Runway 4 approach. (includes Project Request Numbers: 3125/3126)	Committed Project 2016-2025 STIP	RW FY 2016
Aviation	SPOT ID# A130469	5W8 - Siler City Municipal Airport			500' extension of Runway 22 and the parallel taxiway. Project also includes relocation of Airport Road (approximately 1,700 LF) to accommodate the runway extension and acquisition of approximately 2 acres of land to relocate Airport Road. (Includes Project Request Numbers: 3137).	Project reprioritization in P4.0	Project has been resubmitted for consideration in FY 2018-2027 State Transportation Improvement Program
Rail	SPOT ID# R140018	CSX S line	188	N/A	New Automotive Terminal. Construction of a approximately 40 acre facility to handle 60 railcars and 2,000 vehicles. Facility will serve the Raleigh-Durham, Winston-Salem and Wilmington areas	Project reprioritization in P4.0	Project has been resubmitted for consideration in FY 2018-2027 State Transportation Improvement Program

Appendix 5

The US 15-501 corridor is functionally classified as a north-south principal arterial which serves the inter-county travel demands between Chatham and Orange Counties. US 15-501 is considered a Strategic Corridor between the growing towns of Pittsboro and Chapel Hill and is classified as a Boulevard in the NCDOT Strategic Highway Corridors Vision Plan (July 2008). The corridor has recently seen an increase in retail and residential development serving individuals working in nearby commercial, high-tech, medical, and research centers. US 15-501 serves many different land uses such as: residential, retail, and office and As development interest in the US 15-501 corridor from NC 54 to US 64 grows, so does the need to preserve the current operations along the roadway.

NCDOT contracted with Stantec to study the existing (2013) and future year (2040) operations, to determine if current infrastructure could support the future growth. The study looks at the corridor operations with existing conditions, improved traditional intersections, improved traditional intersections with Upgraded NC 54/15-501 Interchange, improved intersections with upgraded NC 54/15-501 Interchange and widening on 15-501, and Superstreet configurations with upgraded NC 54/15-501 Interchange.

The Corridor study demonstrated that standard intersections are maintained through 2040, with geometric and signal improvements, the corridor is predicted to operate with unacceptable levels of service around the NC 54 interchange. The 25 intersections will operate at acceptable levels of service but will have failing side street movements and significant queuing on the side streets. With proposed improvements to the NC 54 interchange, operations improve at the interchange. The standard intersections along the corridor see the most improvement when US 15-501 is widened to six lanes from NC 54 to Mann's Chapel Rd. However, there will still be significant delay and queuing along the side streets along the corridor. Overall, superstreet intersections serve both the main-line and the side streets efficiently, and most effectively maintain the current operations with future growth.