



FUQUAY-VARINA  
*a dash more*

Transportation Committee Final Report

Findings and Recommendations

December 2015

**TABLE OF CONTENTS**

Introduction..... 3

Transportation Overview and Background..... 5

Demographics and Public Preferences..... 7

Committee Vision for the Town's Transportation Future..... 9

Street Improvements and New Thoroughfare Construction..... 10

Transit..... 13

Bicycle and Pedestrian Mobility..... 14

Appendix A: Transportation Survey Results..... 15

Appendix B: Committee Minutes..... 23

## **INTRODUCTION**

Alleviating traffic congestion is a top priority for the Town Board. Consequently, a Transportation Committee was appointed by Mayor John W. Byrne to study opportunities for improving existing Town and State roads, new road construction needs, pedestrian mobility, transit opportunities, and the completion of NW Judd Parkway. The committee has met every other month beginning in April 2015, and after evaluating past planning efforts, present conditions, and future growth projections, the committee has developed a report of findings and recommendations.

The committee is composed of the following members:

Mayor Pro Tempore Blake Massengill (Chair)

Beth Cassels-Anderson

Walter Kauffmann

Stephen Kish

Barrett Martin

Jon Nance

Assistant Town Manager Mark Matthews (non-voting staff liaison)

Fuquay-Varina is experiencing a period of transformational change. The community that was once built around tobacco farming and trade, owing to its location on rail and roadway transportation corridors, is now the fastest growing municipality in the State of North Carolina with a population that has grown to 25,000 people. New residents are drawn to Fuquay-Varina every day due to the community's proximity to employment centers of Raleigh, Cary and Research Triangle Park, small town charm, and quality of life. The Town's Transportation Committee, appointed by Mayor Byrne in March 2015, has focused over the past year on identifying opportunities to improve the transportation system in the community. The transportation challenges currently being faced by the community are the result of limited State funding to improve North Carolina Department of Transportation roads, and of growth in the Town and surrounding region. Addressing transportation challenges and planning for the future will be

vital for the Town of Fuquay-Varina to preserve a high quality of life and promote economic vitality.

The Town of Fuquay-Varina is the fastest growing municipality in the State of North Carolina, and has grown from a population of about 18,000 in 2010 to approximately 25,000 in 2015. The Town's population is expected to approach 35,000 by the year 2020. The focus of the Transportation Committee has been to make short-term recommendations to alleviate immediate congestion, safety, and mobility challenges in the community, while setting a long-term vision with accompanying recommendations for policy changes and investments in operational and infrastructure improvements. The Transportation Committee recognizes that enhancing and developing a multimodal transportation network is a focal point for the Town, and will allow the Town to maintain a high quality of life while enhancing opportunity for all residents.

## **TRANSPORTATION OVERVIEW AND BACKGROUND**

The Town of Fuquay-Varina has been engaged in long-term transportation planning for many years. The Town currently has a Community Transportation Plan (CTP) that was adopted in 2006, and this plan is scheduled to be updated in Fiscal Year 2016-2017. Additionally, the Town has a Community Pedestrian Master Plan, which was adopted in 2014, and is currently undergoing a Community Bicycle Master Plan. The Committee's was informed by these plans as well as others in evaluating the current condition of the Town, current policy, and past planning efforts.

Transportation improvements in the community are constructed by a number of parties:

Developers- *Construct new and expanded transportation facilities including frontage improvements in accordance with the thoroughfare element of the Town's CTP, intersection improvements as required by NC DOT, and sidewalks as required by town standards.*

NC Department of Transportation- *Most major roads and some minor roads in the Town of Fuquay-Varina are the responsibility and jurisdiction of the North Carolina Department of Transportation. Resurfacing, widening, intersection/interchange improvements and new highways compete with projects across the region and State. Smaller projects are often administered through the Capital Area Metropolitan Planning Organization (CAMPO). In some cases, projects can score better with a Town cash match.*

Town of Fuquay-Varina- *The Town receives funding from the State in the form of a Powell Bill allocation which may only be used to resurface Town streets, most of which are in residential subdivisions. While the Town receives no other transportation-related revenue sources, the Town has constructed transportation improvements to or construction of State roads. The best example is Judd Parkway. Town residents recently approved a \$21 million transportation bond, which will be used to finance major improvements to the Northeast Judd Parkway – Main Street Intersection, Sunset Lake Road/Purfoy Road – Main Street Intersection, and construction of Northwest Judd Parkway.*

It is important to highlight that transportation projects must be coordinated with a number of different parties. Projects on NC DOT roads and/or with NC DOT funding require NC DOT coordination and review. Projects with Federal funding require coordination and review by Federal Highways Administration. Finally, any pedestrian or road project that encroaches on the railroad right of way (rail crossings) require extensive coordination with and approval by Norfolk Southern Railroad. All projects require extensive public input, coordination with private property owners, and procurement processes in accordance with North Carolina General Statute. Construction often takes an extended amount of time, particularly if completed on a road already carrying traffic. All of these steps take time, which means transportation projects can take from several months to several years from initial planning stages to being open to traffic. It is important that the Town work to build strong relationships with each entity with a stake in the Town's transportation future, given the number of projects and improvements that will be needed over the next 10 years and beyond.

## **DEMOGRAPHICS AND PUBLIC PREFERENCES**

As a component of the Committee's research, an online survey was conducted for 3 weeks to solicit input from Town residents and those working in Town on personal lifestyle habits as it relates to transportation and transportation priorities. The survey was publicized prominently via social media, the Town website, email distribution lists, and utility bills. Public participation was outstanding with 1,381 responses were received. It is noteworthy that the survey was conducted in late September and early-mid October in advance of a November 3 municipal election which included a \$21 million transportation bond, primarily for construction of NW Judd Parkway and major improvements to two high traffic intersections. While the survey was conducted independent of education on the bond referendum, it is very likely that these projects were on many respondents' minds. Ultimately, the transportation bonds were approved by 82% of voters, reflecting a high level of support for investment in transportation infrastructure and more specifically the identified projects included in the bond.

The survey had a number of findings. First, the majority of residents that commute to work or school (77% of respondents) commute 10 miles or longer, with 22% of residents having a commute of more than 25 miles. The median commuter also commutes more than 30 minutes to work or school on a typical work day. 14% of respondents are retired or out of the workforce, while 8% are full time homemakers/parents and 7% work from home full time. Additionally, nearly 100% of respondents travel by motor vehicle most days, while few residents currently travel by public transportation, carpool, bicycle, or an extended walk, a pattern that is reflective of lifestyle choices made based on the transportation infrastructure available today.

The survey also indicated that an overwhelming majority of respondents believe the Town should be investing more in bicycle and pedestrian facilities with preferences evenly split between connecting destinations and building facilities as recreational amenities (i.e. greenways). Respondents to the survey were open to transit, with 25% indicating they would be interested if it went where they need it, and another 21% interested in transit as a way to travel to destinations in Town but not for daily commutes. Only 14% indicated they are not comfortable riding public transportation under any circumstance, while an additional 26% indicated hesitance in giving up the schedule flexibility and convenience of a car.

Respondents to the survey were asked to prioritize the focus of Town funding for transportation improvements, and improvements to Town and State roads rose to the top. Specifically, major improvements to the NE Judd Parkway/Main Street Intersection and Sunset Lake Road/Purfoy Road/Main Street Intersection improvements were overwhelmingly identified as the single most important transportation projects for the Town by respondents.

The data from the survey when looked at on the whole reflects a Town that is still an automobile-dependent community contending with traffic issues resulting from a very high level of growth both in the Town and surrounding region. However, there is desire by many residents to provide options for travel, as the Town transitions from a transportation infrastructure that has historically focused overwhelmingly on the automobile to one that provides multimodal alternatives for those unable to drive or interested in traveling in other ways. That having been said, the demands on the road network will continue to grow for the foreseeable future and a substantial amount of new and enhanced thoroughfares will need to be constructed in the coming years to maintain the Town's high quality of life.

Finally, the transportation survey also included questions designed to assess the public's familiarity with current transportation planning, and both the results and large number of new residents indicate that more public engagement and education is needed to ensure the public understands transportation roles and responsibilities in Fuquay-Varina.

## **COMMITTEE VISION FOR THE TOWN'S TRANSPORTATION FUTURE**

The Town of Fuquay-Varina is currently experiencing transformational growth. Over the past 20 years, the Town has transformed from a small, rural, agriculture and manufacturing-centered community to a town of 25,000 residents. In the next 20 years, the Town will continue to transform into a large Town or mid-sized City with an advanced manufacturing and professional services-centered economy. In addition to growth in housing stock, retail development is expected to increase significantly in the coming years. It will be important to plan for the needed infrastructure to support this growth while maintaining the high quality of life that has drawn residents and businesses to Fuquay-Varina in the first place.

The Transportation Committee believes in a multimodal transportation network that supports the mobility and opportunity of residents of all ages and income levels. This will mean continuing to enhance the traditional road network with both traditional “new lane-miles” and the use of technology. In addition to supporting automobiles, which is and will continue to be the primary mode of transportation for the foreseeable future, the Transportation Committee believes that Town should work with the County and regional partners to develop the transit network as a viable alternative to commute to work and reach destinations in Town. The community's changing demographics (growing retired population), changing lifestyle preferences (reduced reliance on car ownership), and the changing nature of the work day (growth in mobile devices, telework, and flexible schedules) point to a growing demand for transit as an alternative. Finally, the committee believes in enhancing the bicycle and pedestrian network to support active lifestyles and pedestrian friendly development, as well as supporting a viable transit network. In the long run, the Town should explore opportunities to take advantage of existing rail assets by tying into a regional commuter rail system, if and when it is available.

Ultimately, the Town will succeed at building a multimodal transportation network through responsible long range planning and by working with partners in the development community and at the County, State and Federal level. This is particularly important given that the Town's current transportation challenges are overwhelmingly on State roads.

## **STREET IMPROVEMENTS AND NEW THOROUGHFARE CONSTRUCTION**

The committee has focused on both ways to enhance the operational efficiency of current transportation infrastructure and on needed new and expanded infrastructure. The transportation committee has a series of recommendations to make that fall within 3 categories: specific short to medium term improvements, specific long term infrastructure focus areas, and development standards. It should be noted that many of these recommendations pertain to State roads, and the committee believes they are primarily the responsibility of NCDOT. However, given NCDOT's limited budget, the committee believes addressing the identified issues will in some cases require communication from the Town to NCDOT and in some cases may require Town financial participation and/or project management.

### Short to medium term improvements:

- Complete major intersection improvements at NE Judd Parkway and Main St. Intersection.
- Complete major intersection improvements at Sunset Lake Road/Purfoy Road/Main St. Intersection.
- Build Northwest Judd Parkway to complete the Judd Parkway loop
- Improve alignment and widen Sunset Lake Road intersection with Bass Lake and Hilltop Needmore Road.
- Prioritize access control (such as medians and limiting full access driveways) to limit the number of turning conflicts on major thoroughfares such as 401, as turning conflicts result in accidents and impede safe, steady traffic flow.
- Further study Five Points (401/55/42) Interchange and maintain communication with the State to ensure an effective interchange is built as part of the State Transportation Improvement Program (STIP).
- Evaluate ways to improve flow of Broad Street following construction of major intersection improvements at NE Judd Parkway and Sunset Lake Road, including an extension of Broad Street to Johnson Pond Road.
- Improve vertical and horizontal alignment and add turn lanes at South Judd Parkway and Main Street Intersection.
- Improve alignment and add turn lanes at Old Honeycutt Road and Purfoy Road. A short term low cost improvement would be to simply remove or extend the median allowing for a longer left turn lane for Southbound Purfoy Road traffic turning East onto Old Honeycutt Road.

- Improve alignment of Bass Lake Road/Herbert Akins Road intersection.
- Improve alignment of the NE Judd Parkway/Wilbon Road/55 intersection in conjunction with the NW Judd Parkway project.
- Explore the opportunity to take advantage of split signal phases to provide a straight/left lane and dedicated right turn lane at Dickens Road and 55 (by Bagels Plus).
- Complete the Hilltop Needmore Road extension (creek crossing).
- Road widening/extended turn lane at Fuquay-Varina Elementary School to move drop off traffic backups/queues out of the travel lane.
- Improve synchronization of traffic signals, and consider a traffic signal management system, in order to maximize capacity of lane-miles.

#### Long term focus areas

- Update Community Transportation Plan to reflect growth and changing conditions since 2006, and ensure thoroughfares have been identified at an appropriate design cross section for the long term.
- Work with NC DOT to plan for a realistic US 401 bypass, and study its impact on the role of other thoroughfares identified in the CTP such as Eastern and Southern Parkways.
- Evaluate the impact of 540 on the transportation network and thoroughfares in Northern Fuquay-Varina.
- Build relationship with Norfolk Southern railroad and educate the railroad that current rail crossings are carrying growing levels of traffic; therefore closure of additional crossings in town is likely to increase congestion and decrease safety at other rail crossings. Additional grade separated interchanges will be needed in some locations in the long term, but will be costly and impractical in many locations.

#### Development Requirements

- Transportation Impact Analysis (TIAs) should be required for all new development meeting a minimal threshold.
- Continue requiring construction of thoroughfare improvements adjacent to developed property.
- Contribution toward or construction of intersection improvements in the vicinity of development should be required if needed based on a TIA.
- Constructed thoroughfare improvements are usually preferable to payment in lieu, even if a public project is required in the future to fill in "gaps".

- Interconnectivity between subdivisions must be required in all cases, in order to provide alternative ways for traffic to move without clogging major thoroughfares for short distances. The Town should also ensure stub streets are constructed at locations practical to connect to from neighboring property when developed (topography, wetlands, etc.).

## **TRANSIT**

- The community's changing demographics and ridership growth on the Fuquay-Varina Express Bus route indicate that there is demand for transit service in Fuquay-Varina.
- Work with partners at GoTriangle, GoRaleigh, and Wake County to ensure there is not a lapse in express bus service following the expiration of Fortify 40/440 funding in mid-August 2016 and implementation of the Wake County Transit Plan (sales tax referendum).
- Get a stop added at Wake Tech on the Express Bus route to connect the core of Fuquay-Varina with Wake Tech.
- The Wake County Transit Plan should include some level of all day or express transit service up the highway 55 corridor towards Holly Springs, Apex, Cary, and RTP to serve the substantial number of commuters traveling from Fuquay-Varina in that direction.
- Consider contributing Town funding towards local bus service either alone or in partnership with Holly Springs, based on receiving an operating cash match from the County. Local service would be designed to connect residents to destinations in Town, and would also serve to feed and increase the ridership success of the Express Bus Routes. Having two express bus routes would also increase the viability of local bus service.
- The Norfolk Southern rail corridor should be considered as a possible future commuter rail service area expansion in the Wake County Transit plan, similar to the CSX corridor from Downtown Raleigh to Wake Forest.
- Encourage goTriangle to prominently promote the guaranteed ride home program to encourage express bus riders hesitant to give up the schedule flexibility of a car.

## **BICYCLE AND PEDESTRIAN MOBILITY**

- Balance investments in bicycle/pedestrian facilities geared towards connecting people with destinations and recreational facilities (i.e. greenways).
- Increase the use of multiuse sidepaths along major thoroughfares in lieu of a bicycle lane and sidewalk, as sidepaths are cost effective in construction/right of way costs and provide a sense of refuge based on separation from traffic and shared surface width.
- An improved pedestrian network will increase the ridership and viability of transit.
- Move traffic away from Downtown through completion of Judd Parkway and other measures to reimagine Downtown as a walkable destination, which is good for economic development and downtown revitalization.
- Greenways, sidewalks, and multiuse trails identified on the Community Pedestrian Master Plan should be required by the Town to be constructed much like other Transportation Improvements already required by the Town's subdivision standards.

APPENDIX A: TRANSPORTATION SURVEY RESULTS



**Constant Contact Survey Results**

**Survey Name:** Transportation Survey

**Response Status:** Partial & Completed

**Filter:** None

10/19/2015 2:44 PM EDT

On a typical work day, how long is your commute each direction?

Answer	0%	100%	Number of Response(s)	Response Ratio
N/A			312	22.5 %
Less than 1 mile			23	1.6 %
1-5 miles			175	12.6 %
10-25 miles			536	38.8 %
More than 25 miles			309	22.3 %
No Response(s)			26	1.8 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

How long does it take you to commute to work or school?

Answer	0%	100%	Number of Response(s)	Response Ratio
NA. I do not commute to work or school.			297	21.5 %
0-15 minutes			181	13.1 %
15-30 minutes			235	17.0 %
30-45 minutes			398	28.8 %
45 minutes or more			249	18.0 %
No Response(s)			21	1.5 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

## APPENDIX A: TRANSPORTATION SURVEY RESULTS

### How would you describe your work lifestyle?

Answer	0%	100%	Number of Response(s)	Response Ratio
I am retired or out of the workforce			194	14.0 %
I am a full-time homemaker or stay at home parent			113	8.1 %
I work from home full-time			96	6.9 %
I work from home 2 days or more a week			96	6.9 %
I commute to work most days			861	62.3 %
No Response(s)			21	1.5 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

### How many motor vehicles are in your household?

Answer	0%	100%	Number of Response(s)	Response Ratio
None			0	0.0 %
One (shared by multiple drivers)			57	4.1 %
One vehicle used by only one driver			135	9.7 %
Multiple vehicles			1170	84.7 %
No Response(s)			19	1.3 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

### How often do you do each of the following:

1 = Daily or almost daily, 2 = At least once a week, 3 = At least one a month, 4 = A few times a year, 5 = Almost never

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
Travel by motor vehicle						1351	1.0
Travel by public transportation (e.g. bus or rail)						1282	4.9
Travel by bicycle						1279	4.7
Walk several blocks or more to a destination						1285	4.1
Carpool						1284	4.5

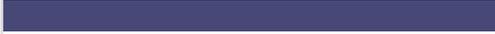
\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

## APPENDIX A: TRANSPORTATION SURVEY RESULTS

Do you feel that you have a good understanding of which streets are state roads and which are Town roads?

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes			602	43.5 %
No			731	52.9 %
No Response(s)			48	3.4 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

Are you aware of the Town of Fuquay-Varina's Community Transportation Plan?

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes			346	25.0 %
No			989	71.6 %
No Response(s)			46	3.3 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

Do you feel that you have a good understanding of how transportation improvements are funded and constructed in and around Fuquay-Varina (by NCDOT, the Town, and developers)?

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes			438	31.7 %
No			898	65.0 %
No Response(s)			45	3.2 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

APPENDIX A: TRANSPORTATION SURVEY RESULTS

If you do not use transit/public transportation, which statement best reflects your feelings about transit?

Answer	0%	100%	Number of Response(s)	Response Ratio
N/A. I already use transit.			17	1.2 %
I would be interested, if it went where I need it.			346	25.0 %
I am hesitant to give up the schedule flexibility and convenience of a car.			356	25.7 %
I don't see myself riding transit for my daily commute, but would be interested in using transit to get to destinations around Town.			292	21.1 %
I would not be comfortable riding public transportation under any circumstances.			196	14.1 %
No Response(s)			174	12.5 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

Which statement best reflects your views about bicycle and pedestrian facilities (bicycle lanes, multi-use paths, greenways and sidewalks)?

Answer	0%	100%	Number of Response(s)	Response Ratio
I don't think the Town should be investing in bicycle and pedestrian facilities.			96	6.9 %
I believe the Town already has adequate bicycle and pedestrian facilities.			92	6.6 %
The Town should focus on greenways as a recreational amenity but not bicycle/pedestrian facilities as a mode of transportation.			253	18.3 %
Bicycle and pedestrian facilities should primarily connect residents to destinations (public facilities, shopping areas, employment centers) as an alternative to motor vehicle travel.			263	19.0 %
The Town should be equally investing in bicycle/pedestrian facilities to connect people to destinations and recreational facilities such as greenways.			503	36.4 %
No Response(s)			174	12.5 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

## APPENDIX A: TRANSPORTATION SURVEY RESULTS

Please rank the following priorities (1 being most important) for the Town to address with local funding:  
1 = Most Important

Answer	1	2	3	4	5	Number of Response(s)	Ranking Score*
Improvements to Town roads						1193	1.7
Improvements to State (major) roads						1193	2.2
Bicycle and Pedestrian Improvements (linking destinations)						1193	3.5
Bicycle and Pedestrian Recreational Facilities (for active lifestyle/leisure purposes)						1193	3.7
Transit/Public Transportation						1193	3.8

\*The Ranking Score is the weighted average calculated by dividing the sum of all weighted rankings by the number of total responses.

On a scale of 1 to 5, please indicate for the following items whether you believe the current level of investment by the Town is not enough, about the right amount or too much in the following transportation areas:

1 = Not Enough Investment, 3 = Right Amount of Investment, 5 = Too Much Investment

Answer	1	2	3	4	5	Number of Response(s)	Rating Score*
New thoroughfares						1154	1.8
Street and intersection improvements and/or expansions						1163	1.5
Sidewalks and multiuse paths						1160	2.4
Greenways						1153	2.4
Public Transportation and/or Transit						1151	2.7

\*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

## APPENDIX A: TRANSPORTATION SURVEY RESULTS

Within the corporate limits of Fuquay-Varina, the development community is required to contribute to our transportation infrastructure. Prioritize the following potential items that you think their contribution should include. (1 indicating

highest priority)

1 = Highest

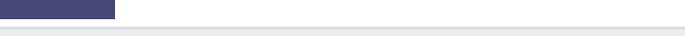
Answer	1	2	3	Number of Response(s)	Ranking Score*
Widen existing roadways along the frontage of the new development to contribute to future road capacity				1191	1.5
Contribute to the improvement of intersections near the development				1191	1.7
Contribute to the park/greenway system				1191	2.7

\*The Ranking Score is the weighted average calculated by dividing the sum of all weighted rankings by the number of total responses.

What location(s) do you identify as the greatest need for transportation improvements and why? Please be specific.

1005 Response(s)

What is the single most important transportation project for the Town to address?

Answer	0%	100%	Number of Response(s)	Response Ratio
NE Judd Parkway/Main Street Intersection Improvements			490	35.4 %
Complete Northwest Judd Parkway			121	8.7 %
Sunset Lake Road/Main Street Intersection Improvements			449	32.5 %
Other (Please enter into the field below)			74	5.3 %
No Response(s)			247	17.8 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

**TextBlock:**

Tell Us About Yourself

APPENDIX A: TRANSPORTATION SURVEY RESULTS

What is your zip code?

1166 Response(s)

Do you live and/or work inside the Fuquay-Varina town limits?

Answer	0%	100%	Number of Response(s)	Response Ratio
I live in Fuquay-Varina			809	58.5 %
I work in Fuquay-Varina			49	3.5 %
I live and work in Fuquay-Varina			179	12.9 %
None of the above			134	9.7 %
No Response(s)			210	15.2 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

How long have you lived in Fuquay-Varina?

Answer	0%	100%	Number of Response(s)	Response Ratio
I don't live in Town			115	8.3 %
Less than one year			73	5.2 %
1 - 5 years			313	22.6 %
5 - 10 years			288	20.8 %
10 years or greater			382	27.6 %
No Response(s)			210	15.2 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

What is your age?

Answer	0%	100%	Number of Response(s)	Response Ratio
0-17			0	0.0 %
18-24			12	<1 %
25-44			579	41.9 %
45-64			443	32.0 %
65+			134	9.7 %
No Response(s)			213	15.4 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

APPENDIX A: TRANSPORTATION SURVEY RESULTS

What is your gender?

Answer	0%	100%	Number of Response(s)	Response Ratio
Male			494	35.7 %
Female			665	48.1 %
No Response(s)			222	16.0 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

How would you describe yourself?

Answer	0%	100%	Number of Response(s)	Response Ratio
White/Caucasian			1040	75.3 %
Black/African American			46	3.3 %
Hispanic/Latino of any race			20	1.4 %
Native American/American Indian			4	<1 %
Asian / Pacific Islander			8	<1 %
Other			27	1.9 %
No Response(s)			236	17.0 %
<b>Totals</b>			<b>1381</b>	<b>100%</b>

## APPENDIX B: COMMITTEE MINUTES

### MINUTES OF MEETING

#### TRANSPORTATION COMMITTEE APRIL 15, 2015

The Transportation Committee meeting was held on Wednesday, April 15, 2015, at 6:30 p.m. The meeting was conducted at 405 Spring Avenue, Fuquay-Varina, N.C. Chairman Ed Ridpath called the meeting to order.

Members Present: Chairman – Ed Ridpath

Beth Cassels-Anderson

Jon Nance

Stephen Kish

Dr. Barrett Martin

Larry Smith

Mark Matthews (non-voting staff liaison)

Members Absent: Walter (Wally) Kauffmann

Also present: Town Engineer Tracy Stephenson, Planning Director Mike Sorenson, Assistant Planning Director Danny Johnson, and Deputy Town Clerk Teresa Boykin.

Chairman Ed Ridpath welcomed everyone to the meeting. He asked for everyone to go around and introduce themselves and state why they are on the committee. Chairman Ridpath stated that these meeting will take place every other month on the third Wednesday of that month. He also stated that the first two meetings will consist primarily of education on responsibilities, planning and processes for transportation improvements.

Next the Assistant Town Manager Matthews presented a Powerpoint overview of transportation at the local level. He went over who is responsible for what when it comes to streets and highways, who is responsible for roadway maintenance, the role of CAMPO in regional planning, other partners, and how a road gets built. He also presented the Community Transportation Plan, Pedestrian Master Plan and Greenway

## APPENDIX B: COMMITTEE MINUTES

Plans. He then provided an update on key active or committed transportation projects, primarily NE Judd/Main Street Intersection Improvements and the completion of NW Judd Parkway. The education overview also included the financial tools for roadway and other transportation improvements that are available like, STIP, LAPP, SPOT, etc.

Next Assistant Town Manager Matthews presented information on transit. This information included the history of transit initiatives in Wake County, transit choices report and the likely next steps towards a transit plan and Countywide referendum.

Next came committee discussion. Chairman Ridpath asked the committee to reach out to friends, neighbors businesses, and organizations to get input from them and recommendations from them as it relates to transportation. A question was asked about how many people were riding the transit. Assistant Town Manager Matthews stated that the latest numbers are an average of 40 riders per day, which has shown an upward trend since service began in January. Jon Nance suggested that we advertise positives about the bus service. Chairman Ridpath stated that there will be a meeting with the release of the Transit Choices Report on May 11<sup>th</sup> at the Raleigh Convention Center on Transit and he encouraged everyone to attend. Jon Nance stated that the current system is not working as far as getting transportation projects approved and funded. Chairman Ridpath stated that we need to define what our process needs to be and how we are to interact with others.

With there being no further business, the meeting adjourned at 8:34 p.m. The next meeting is scheduled for June 17, 2015.

Approved 6/18/2015

*Teresa Boykin*

Deputy Town Clerk

## APPENDIX B: COMMITTEE MINUTES

### MINUTES OF MEETING

#### TRANSPORTATION COMMITTEE JUNE 18, 2015

The Transportation Committee meeting was held on Wednesday, June 17, 2015, at 6:30 p.m. The meeting was conducted at 405 Spring Avenue, Fuquay-Varina, N.C. Chairman Ed Ridpath called the meeting to order.

Members Present: Chairman – Ed Ridpath

Beth Cassels-Anderson

Jon Nance

Stephen Kish

Dr. Barrett Martin

Mark Matthews (non-voting staff liaison)

Members Absent: Walter (Wally) Kauffmann

Larry Smith

Also present: Planning Director Mike Sorenson, Assistant Planning Director Danny Johnson, and Deputy Town Clerk Teresa Boykin.

Chairman Ed Ridpath welcomed everyone to the meeting. The first item was approval of the minutes of the Transportation Committee held on April 15, 2015. A motion was made by Beth Cassels-Anderson and seconded by Dr. Barrett Martin to approve the meeting minutes as presented. The Committee voted unanimously in favor of the motion.

Next Assistant Planning Director Johnson presented the 2014 Pedestrian Master Plan and other Pedestrian Connectivity Projects, sidewalk standards for new development via Community Transportation Plan, upcoming Bicycle Master Plan and discuss and identify priority pedestrian projects and approach to building them.

Next Assistant Town Manager Matthews presented an overview of the Wake County "Choose our Transit" 4 scenarios, committee discussion of the scenarios, timeline

## APPENDIX B: COMMITTEE MINUTES

and next steps. He stated that Wake County had been holding different forums around the area and one had been held in Holly Springs and one had been held in Fuquay-Varina. Transit Advisory Committee members Ed Ridpath and Beth Cassels-Anderson commented on the process the Transit Advisory Committee went through. It was stated that this committee should develop recommendations as it relates to transit and present it to the Town Board.

Next Assistant Town Manager Matthews gave an update on the TIGER Grant. He stated that the TIGER Grant was a competitive federal grant program and that there was 500 million dollars available across the United States. He stated that they had received support letters from the following:

- School Superintendent
- NC Secretary of Transportation Tony Tata
- Mayors from Angier and Holly Springs
- Wake County Libraries and Human Services
- NC Senators Chad Barefoot and Tamara Barringer
- NC Representative Paul Stam

He stated that the overall Northwest Judd Parkway Project was \$26 million. We are requesting a 60/40 on the grant. If we get the funding from the grant it should be in the range of 10 to 14 million dollars. The grant was submitted the first week of June and we should hear in October if we are going to receive any funding, subject to having a Federal budget. Assistant Town Manager Matthews will email the committee members the TIGER grant application.

Next Assistant Town Manager Matthews discussed the 2015 GO Bond Referendum. He stated that the Town Board will make a final decision on ballot language at the July 6, 2015 meeting. The bond will go on the ballot for this fall. He stated that the Town had already met with the Local Government Commission and had received approval from them on going ahead with the bond. The bond will be targeted at transportation projects. The projects identified include town share of NW Judd Parkway, NE Judd Parkway/Main Street Intersection Improvements, and Broad Street Extension – Sunset Lake Road to Johnson Pond Road. He stated that once the language and dollar amount is approved for the ballot then we will have to educate the voters and if approved it will require a tax increase.

## APPENDIX B: COMMITTEE MINUTES

Next Commissioner Ridpath discussed the public and stakeholders input. He stated that this committee is to get the word out and bring back any comments from the citizens. We are going to do a web survey, detail survey and overview survey. Dr. Martin stated that we need to have a comment section on the survey. Commissioner Ridpath asked the committee to email survey questions to him or Assistant Town Manager Matthews. They would compile the questions and bring them to the next meeting.

With there being no further business, the meeting adjourned at 8:25 p.m. The next meeting is scheduled for August 19, 2015.

Approved 8/19/2015

*Teresa Boykin*

Deputy Town Clerk

## APPENDIX B: COMMITTEE MINUTES

### MINUTES OF MEETING

#### TRANSPORTATION COMMITTEE AUGUST 19, 2015

The Transportation Committee meeting was held on Wednesday, August 19, 2015, at 6:30 p.m. The meeting was conducted at 405 Spring Avenue, Fuquay-Varina, N.C. Chairman Ed Ridpath called the meeting to order.

Members Present: Chairman – Ed Ridpath

Beth Cassels-Anderson

Jon Nance

Stephen Kish

Dr. Barrett Martin

Walter “Wally” Kauffmann

Mark Matthews (non-voting staff liaison)

Members Absent: Dr. Barrett Martin

Also present: Deputy Town Clerk Teresa Wilder.

Chairman Ed Ridpath welcomed everyone to the meeting. He stated that Larry Smith had resigned from the committee and that he has asked the Mayor to appointment someone else to the committee. He also welcomed Wally Kauffmann to the committee, and members in attendance introduced themselves. The first item was approval of the minutes of the Transportation Committee held on June 17, 2015. A motion was made by Jon Nance and seconded by Stephen Kish to approve the meeting minutes as presented. The Committee voted unanimously in favor of the motion.

Next Assistant Town Manager Matthews presented an update on the \$21 million Transportation Bond. He stated that the Town Board had approved the Bond

## APPENDIX B: COMMITTEE MINUTES

Referendum at their August 3, 2015 meeting to be placed on the ballot as a part of the November 3, 2015 Municipal Election. The \$21 million bond is broken down as follows:

- \$12.75 million to complete NW Judd Parkway
- \$2.9 million to complete NW Judd/Main Street Intersection Improvements
- \$4.65 million to complete Sunset Lake/Purfoy/Main Street Intersection Improvements
- \$700,000 for miscellaneous transportation improvements

Assistant Town Manager Matthews stated that the Town had applied for a TIGER grant in the amount of \$18 million. A \$21 million bond would have a debt service tax rate impact of 6.75 cents. This would be a conservative/worst case scenario if the Town did not receive the USDOT TIGER grant or other intergovernmental funding opportunities. Additionally, the tax rate impact could be mitigated by favorable property tax base growth, a net positive revenue impact from the upcoming Wake County revaluation, favorable sales tax growth, favorable construction and right-of-way acquisition costs, favorable interest/borrowing rates, and any improvements constructed or funded by other parties. However, the NC Senate proposal to redistribute Wake County sales tax to other parts of the State would not be favorable to Fuquay-Varina. Commissioner Ridpath pointed out that all of these roads are State NCDOT roads, and are not the Town's responsibility to improve them. However, NCDOT does not have the funds for improvements and they are unlikely to be addressed if not supported by the Town.

Assistant Town Manager Matthews also identified a combined \$5 million in water and sewer system bonds which will not impact the tax rate, as they will be supported entirely by developer capacity fees. These bonds are presented as a GO Bond Referendum to allow the Town to finance infrastructure improvements at the lowest possible borrowing rates based on the Town's credit rating. Assistant Town Manager Matthews also stated that staff is working on a plan to educate citizens on the bonds that will be on the ballot in November. Additionally, an independent committee has formed to advocate in support of the bond referendum. Mr. Kauffmann stated that it might be important to go door to door in some of the larger subdivisions and distribute information on the bonds.

Next was discussion on street and intersection improvements. Assistant Town Manager Matthews indicated this meeting was an opportunity for the committee to

## APPENDIX B: COMMITTEE MINUTES

discuss and consider an approach to identify priority street improvement projects that may be included in development of the committee report.

The following are specific items identified by committee members:

- Operational improvements at the intersection of Highway 55/NE Judd Parkway/Wilbon Road – Maybe all that is needed is to evaluate the traffic signal and have it no right on red. (identified by Beth Cassels-Anderson)
- Hilltop Road/Bass Lake Road/Sunset Lake Road intersection configuration (identified by multiple committee members)
- 5 Points Intersection - An interchange was identified in the STIP but there are mixed feelings about whether the “trumpet” design is appropriate

The committee next discussed the future of Transit in Wake County and Fuquay-Varina. Commissioner Ridpath indicated he had a preference for rail over bus rapid transit infrastructure, citing the cost effectiveness of expanding tracks within the available rail rights-of-way in Wake County, as well as the existing rail line that runs from Fuquay-Varina to Downtown Raleigh. Multiple committee members stated that it was important to continue transit service from Fuquay-Varina following the end of the Fortify 440 project, and that both Wake Transit Choices “Coverage” scenarios provided all day hourly service up the 401 and 55 corridors. Mr. Kish stated that he would like to see a depot reopened in Downtown Varina and he would like to see a bus for seniors from a future senior center to transport seniors to destinations around town. Mr. Kish would also like to see a sidewalk installed from Wagstaff Road to Judd Parkway for the seniors in that neighborhood to walk to the Community Center and other destinations.

Next was discussion on identifying other transportation priorities that should be gathered and identified in the committee's report. Commissioner Ridpath and several other members stated they would like to see implementation of bicycle and pedestrian plans and increased use of multiuse sidepaths on major thoroughfares. Mr. Kish would like for the Town to start putting a high percentage of money into the budget for open space preservation. Chairman Ridpath asked the committee to review material shared at past committee meetings, think about the community's transportation priorities and come back at the next meeting with their priorities and recommendations. Assistant Town Manager Matthews also asked the committee to consider items that should be considered or studied as part of the next Community Transportation Plan, which will take place in FY 2016-2017.

## APPENDIX B: COMMITTEE MINUTES

Next was discussion on the public and stakeholder input. Assistant Town Manager Matthews asked to committee to review the survey questions that were suggested by committee members and staff, and get back with either him or Commissioner Ridpath in a couple of weeks with their feedback so that a survey could be developed for the public. Beth Cassels-Anderson suggested the response from these questions be an addendum to the report that goes to the Town Board.

Next was discussion and wrap up. Assistant Town Manager Matthews gave an update on the bus ridership. He stated that ridership has steadily increased to an average of more than 50 riders per day. He also stated that Fuquay-Varina has the highest ridership of any express bus added in January as part of the Fortify 440 project. Wake County Transit will be at the Chamber Expo on Thursday, August 27<sup>th</sup> to promote the bus service and celebrate Ridership Appreciation Day. Several committee members discussed the importance of a stop at Wake Tech, which the Town has requested but was not approved by DOT as part of the Fortify route. Jon Nance stated that the NC Federal Highways Representative lives here in Fuquay-Varina, and that NC Secretary of Transportation Nick Tennyson may be an ally in requesting that a Wake Tech bus stop be added in an effort to test the demand for the Town or Wake Transit to support a bus route following the end of the project.

With there being no further business, the meeting adjourned at 8:33 p.m. The next meeting is scheduled for October 21, 2015.

Approved 11/12/2015

*Teresa Boykin*

Deputy Town Clerk

## APPENDIX B: COMMITTEE MINUTES

### MINUTES OF MEETING

#### TRANSPORTATION COMMITTEE NOVEMBER 12, 2015

The Transportation Committee meeting was held on Thursday, November 12, 2015, at 6:30 p.m. The meeting was conducted at 405 Spring Avenue, Fuquay-Varina, N.C. Chairman Blake Massengill called the meeting to order.

Members Present: Chairman – Blake Massengill

Beth Cassels-Anderson

Jon Nance

Stephen Kish

Dr. Barrett Martin

Walter “Wally” Kauffmann

Mark Matthews (non-voting staff liaison)

Members Absent: None

Also present: Deputy Town Clerk Teresa Wilder.

Chairman Blake Massengill welcomed everyone to the meeting. Chairman Massengill presented the Transportation Survey results and findings. Some of the recommendations were that we needed to educate people on which roads are town roads and which are NCDOT roads. Also a good way to get the word out would be to go into churches.

Next was an update on the Wake County Transit Advisory Committee by Assistant Town Manager Matthews. The committee is in the process of releasing the recommendations of the Transit Plan on December 2, 2015. There will be an Expo on December 8, 2016 and it will be on the November 2016 ballot. It was stated that every municipality would get some type of transit service, at a minimum express bus service.

## APPENDIX B: COMMITTEE MINUTES

The next item was approval of the minutes of the Transportation Committee held on August 19, 2015. A motion was made by Jon Nance and seconded by Wally Kauffmann to approve the meeting minutes as presented. The Committee voted unanimously in favor of the motion.

Next item was discussion on the development of the report that will be presented to the Town Board. The committee went over the proposed report outline presented in the agenda. The committee members are to email their comments by November 25, 2016 to either Mark Matthews or Blake Massengill. The draft report will go to the Town Board on December 22, 2015.

Next item was committee discussion and wrap-up. Questions were asked about bridge on Wagstaff and its completion. Mark Matthews stated it should be complete in March 2016

With there being no further business, the meeting adjourned at 8:11 p.m. The next meeting is scheduled for December 17, 2015.

Approved 12/17/2015

*Teresa Baykin*

Deputy Town Clerk

## APPENDIX B: COMMITTEE MINUTES

### MINUTES OF MEETING

#### TRANSPORTATION COMMITTEE DECEMBER 17, 2015

The Transportation Committee meeting was held on Thursday, December 17, 2015, at 6:30 p.m. The meeting was conducted at 405 Spring Avenue, Fuquay-Varina, N.C. Chairman Blake Massengill called the meeting to order.

Members Present: Chairman – Blake Massengill

Jon Nance

Stephen Kish

Dr. Barrett Martin

Walter "Wally" Kauffmann

Mark Matthews (non-voting staff liaison)

Members Absent: Beth Cassels-Anderson

Also present: Deputy Town Clerk Teresa Wilder.

Chairman Blake Massengill welcomed everyone to the meeting. Chairman Massengill presented the draft report with committee findings and recommendations. The report was drafted by Chairman Massengill and Assistant Town Manager Matthews based on input from committee members sent via email and based on committee discussion at past committee meetings.

Chairman Massengill walked through all of the proposed recommendations and sections of the report, and the sense of the committee was that other than some minor edits to improve the flow of the language, there was agreement on all proposed recommendations.

There was extensive discussion on the recommendations included in the report regarding transit, since the Wake County Recommended Transit Plan was released in early December since the committee last met. The committee was pleased that the

## APPENDIX B: COMMITTEE MINUTES

Fuquay-Varina Express Bus route was continued and felt that a stop at Wake Tech must be added to the Fuquay-Varina Express Bus route. There was also discussion on working with partners to ensure service is not discontinued in advance of a Fall Transit referendum. Additionally, the committee was disappointed that the County's recommended transit plan did not include bus service up the highway 55 corridor towards Apex and RTP, and that the service should be extended to Fuquay-Varina from Holly Springs. The committee felt that any local bus service funded in partnership with the Town and County (as included in the plan) would be more viable if connected to two express bus corridors rather than one. Finally, the committee felt that the Norfolk Southern corridor through Fuquay-Varina should be considered as a future expansion corridor of any regional commuter rail plan.

With the committee in agreement on all recommendations, Jon Nance moved that the report be approved and sent to the Town Board of Commissioners. The motion was seconded by Barrett Martin. The report was approved by a vote of 5-0.

Assistant Town Manager informed the Committee that the report should be presented at the January 4, 2016 Town Board meeting and that the committee would be emailed with confirmation.

With there being no further business, the meeting adjourned at 8:01 p.m. No additional meetings are scheduled at this time.

Approved via email 12/30/2015

*Teresa Boykin*

Deputy Town Clerk