



Morrisville

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To: Planning & Zoning Board

From: Ben Howell, Long Range Planning Manager

cc:

Date: May 2, 2018

Re: Agency Comments on the Draft Comprehensive Transportation Plan Update, February 23, 2018 Version

Staff forwarded the Town of Morrisville Draft Comprehensive Transportation Plan Update, February 23, 2018 Version to the following agencies and jurisdictions for comment:

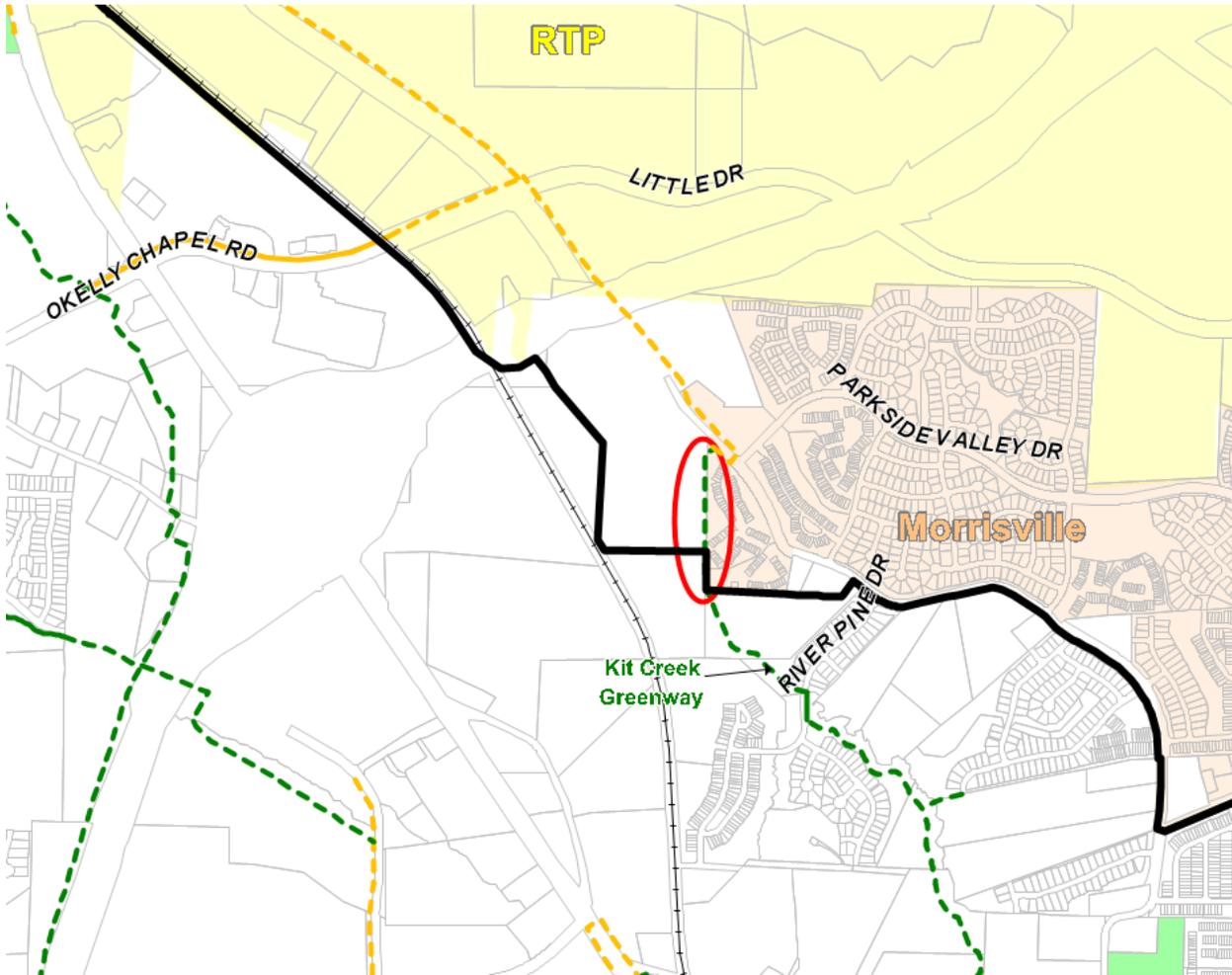
- Town of Cary
- City of Durham
- Capital Area Metropolitan Planning Organization (CAMPO)
- Research Triangle Park (RTP)
- North Carolina Department of Transportation (NCDOT)

The Town of Cary, City of Durham, RTP and NCDOT have provided comments on the Draft Plan. Below each agency comment is a staff response.

Town of Cary

We have the Kit Creek Greenway coming up from the south to the edge of Morrisville's jurisdiction. Would it be possible to get that section circled in red below added to your plans as it sounds like you'll be incorporating that parcel into your planning/ETJ area? The Kit Creek Greenway is identified as one of the five cross-town routes in Cary, and we'd love to get that connection into RTP and to your park. Cary already has greenway easement through the development around River Pine Drive.

Ideally the greenway could extend to the intersection of Louis Stephens and Parkside Valley and cross at-grade there. Hopefully DOT can set that crossing up for a 10' wide trail with 10' wide ramp runs and hi-vis crosswalk.



Staff Response

Morrisville will include the proposed greenway in the next version of the Draft Plan.

City of Durham

I reviewed the draft Morrisville Comprehensive Transportation Plan and offer the following comments related to the highway section:

- The Morrisville Plan has a roadway widening on Davis Drive. The DCHC MPO does not have any improvements on Davis Drive in either the Comprehensive Transportation Plan (CTP) or draft 2045 Metropolitan Transportation Plan (MTP). The traffic volumes for Davis Drive generated by the Triangle Regional Model (TRM) are within the capacity of the roadway cross-section, i.e., four-lane divided with turn lanes at intersections.
- The MPO's CTP and draft 2045 MTP also do not have any roadway improvements for NC 54. So, the MPO's plans appear to conflict with the map on page 3-8 of the Morrisville

CTP. However, the MPO's plans seem to match the NC 54 widening discussed on the project sheet on page 3-18.

Here are the map links to the MPO highway plans:

- CTP --
<http://www.arcgis.com/apps/webappviewer/index.html?id=e5178fc1637c4a34891999219bcd8659&extent=-8887320.296,4243614.6959,-8714725.4861,4363315.0822,102100>
- Draft 2045 MTP --
<http://www.arcgis.com/apps/webappviewer/index.html?id=od56b17307ea458fa64ec1892931e7c7&extent=-8803564.4222%2C4295304.6019%2C-8776639.479%2C4310725.7724%2C102100>

In addition, the MPO's CTP has three non-highway projects that are not matched in the Morrisville CTP:

- Bicycle lanes on Davis Drive
- A multiuse path adjacent to NC 147 and NC 54

Here is the link to the non-highway map for the MPO's CTP:

<http://www.arcgis.com/apps/webappviewer/index.html?appid=9a8977a50889445ea30c0faae0ca972b&extent=-8854378.91,4270410.6533,-8727187.6949,4334617.757,102100>

Staff Response

The Draft Comprehensive Transportation Plan Update was prepared using the 2010 Triangle Regional Model (TRM), because the 2015 TRM, used for the MPO's Draft 2045 MTP, was not approved for use by outside agencies. The use of the 2010 model accounts for the differences in volume on Davis Drive.

While Draft Comprehensive Transportation Plan Update does not include bicycle lanes on Davis Drive, it does include 10-foot wide sidepaths on each side, which matches the Town of Cary's cross-section for Davis Drive. A 10-foot wide sidepath is also provided on the east side of NC 54 in the Draft Plan.

RTP

147 Extension: RTF staff is in agreement with the general concept of extending 147 through to Davis Drive. The alignment as shown on your map goes through our Site S-33A. We recognize this is a conceptual line and the final alignment would depend on site and field conditions, among others, and is subject to approval by RTF and NCDOT.

Connection of Breckenridge subdivision to Little Drive (pg 79 of the plan): RTF staff is in general agreement with this connection, subject to NCDOT and RTF approval.

Staff Response

This comment was generated after the Town requested RTP's input on an extension of Town Hall Drive north of McCrimmon Parkway to provide secondary access to neighborhoods along the west side of Church Street between McCrimmon Parkway and NC 540. The Town also requested input from RTP on the potential extension of Millicent Way (either as a road or as greenway) to Little Drive.

NCDOT

- On page 3-2 “plans exist to widen the segment of Interstate 40 that lies between the Town of Morrisville and the Raleigh-Durham International Airport.” I suggest that you clarify whether this is the auxiliary lanes between I-540 and Harrison, which are funded under three different projects, or the managed lanes.
- Should Table 3-1 list the Airport Blvd. interchange project, I-5700?
- What year's traffic is Figure 3-1 based on?
- Page 3-5: it looks like there may be some mixing of federal functional classification terminology, e.g. principal arterial, with NCDOT terminology, e.g. major or minor thoroughfare.
- By “local streets”, I assume you mean roads which are locally maintained?
- On page 3-7, is ID 3A implying that you might use sharrows on roads up to 45 mph? I know there's some of that locally, but I thought that MUTCD only recommends sharrows for speed limits of 35 or less, as you've indicated on page 4-2.
- Table 3-3 shows Davis Drive being widened from the Wake County line to Morrisville Carpenter Road, but Figure 3-1 shows that Davis Drive is also above capacity south of Morrisville Carpenter Road.
- The 4 sections of NC 54 widening and their limits are a bit hard to follow – might it be more clear just to say widening from Perimeter Park Dr. to west of Weston Pky?
- Table 3-5 lists Morrisville-Carpenter Road Grade Separation – might want to clarify the location, which I assume is at NC 54.
- My gut-level sense of Morrisville Carpenter at Davis Drive is that the intersection would benefit from having 2 westbound through lanes. Was that considered under the Morrisville Carpenter Road widening project?
- You might want to note that the town's use of “strategic corridors” is distinct from NCDOT's “strategic transportation corridors”.
- A map showing all of the Recommended Roadway Extensions listed in Table 3-6 would be helpful.
- A map showing locations of the intersection improvements listed in Table 3-5 would also be nice.
- Will the roadway project prioritization described in chapter 5 feed into the MTP horizon years?

Staff Response

- The next version of the Draft Comprehensive Transportation Plan Update will clarify that the widening on I-40 is for auxiliary lanes and managed lanes.
- Table 3-1 will be updated in the next version of the Draft Plan to include the Airport Boulevard interchange project.
- The traffic congestion in Figure 3-1 is 2040 congestion with committed projects.
- The street hierarchy provided on pages 3-4 and 3-5 is a Morrisville-specific hierarchy, using common terminology.
- “Local Streets” is a classification for lower-level roads, and does not speak to whether it is a Town-maintained or state-maintained road.
- The Town will follow MUTCD guidance on sharrows.
- The cross-section for Davis Drive is different between Morrisville-Carpenter Road and Morrisville Parkway so that it better matches the recommended cross-section in the adopted Town of Cary Community Plan, understanding that it may be over-capacity with only 4 lanes.
- NC 54 is divided into four sections to match the sections from the NC 54 & More Feasibility Study, NCDOT State Transportation Improvement Program (STIP), and the CAMPO 2045 Metropolitan Transportation Plan.
- The next version of the Draft Comprehensive Transportation Plan will clarify the location of the Morrisville-Carpenter Road grade separation in Table 3-5.
- The restriping of Morrisville-Carpenter Road at Davis Drive has been considered in the Town’s Morrisville-Carpenter Road widening project, and would also be considered under any improvements at that intersection.
- Staff does not believe the Town’s use of “Strategic Corridors” would be confused with NCDOT’s “Strategic Transportation Corridors” Program.
- The recommended roadway extensions and intersections improvements are shown in Chapter 5, on Figure 5-2 with all of the recommended road improvements.
- The roadway project prioritization does not directly feed into the MTP horizon years because it is a local prioritization. However, the timelines are similar and can be matched where applicable.