

Meeting Minutes

Dare County Comprehensive Transportation Plan Steering Committee Meeting

May 30, 2012 2:00 pm, 954 Marshall C. Collins Drive, Manteo, NC

Attendees

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| Kerry Morrow | NCDOT – Transportation Planning Branch |
| Helen Chaney | NCDOT – Bicycle and Pedestrian Division |
| Donna Creef | Dare County Planning |
| Ralph Buxton | Outer Banks Chamber of Commerce |
| Jerry Jennings | NCDOT – Division 1 |
| John Stockton | Kitty Hawk Town Manager |
| Wes Haskett | Southern Shores Town Planner |
| Elizabeth Teague | Nags Head Town Planner |
| Laura Willingham | Dare County Department of Public Health |
| Steven Lambert | Albemarle RPO |

Introductions

- Each committee member introduced him/herself to the group.

Previous Meeting

- Meeting 6 Minutes and Recap: Kerry Morrow briefly mentioned the highlights from Meeting 6 on April 18, 2012. She gave an update on the visitors survey, which had approximately 390 online responses so far. There was some discussion about extending the deadline for the survey to allow more time for responses. The committee agreed to extend the deadline to July 1, 2012.

Identifying Existing and Future Capacity Deficiencies

- Ms. Morrow handed out spreadsheets that showed the draft growth rates, traffic volumes and capacities for the entire CTP road network. Ms. Morrow went on to explain the information listed in the spreadsheet:
 - Road network – segments: The road network that was identified by the steering committee in the first couple meetings is listed in the spreadsheet, and broken down into segments. Segments were determined based on varying road attributes, such as speed limit, number of lanes, facility type, etc.
 - Annual Average Daily Traffic (AADT) counts: The AADT is the average number of vehicles traveling at a point on a roadway on a single day of the year. Raw counts are taken at each AADT station over a two-day period, and then factors are applied to find an average over one year. For areas like Dare County that are greatly affected by tourism, factors are applied to account for seasonal traffic.
 - Concerns were raised about using AADT versus peak summer time counts.

- Traffic volume history: Traffic counts are collected by NCDOT Traffic Survey Unit, usually annually or biannually. For the CTP, a 20-year history AADT history was collected from 1991 to 2010 for all road segments, wherever data was available.
- Growth rates: Annual growth rates are used to project traffic volumes for each segment for 2012 and 2040. Trend analysis is used to obtain linear growth rates. In cases where traffic volume history indicates a negative or low (<1%) growth rate, we assume 1% annual growth.
 - John Stockton asked if any consideration was given to the towns being built out when determining capacity. Ms. Morrow responded that this could be a factor, but that using less than 1% would probably not be appropriate for this area.
 - Jerry Jennings expressed concern about the growth rates along NC 12 in Duck and Southern Shores. He felt that the negative “Estimated Growth Rate” in this area looked unrealistic due to significant growth there over the past 20 years. Ms. Morrow responded that she would check on the data along this portion of NC 12 to make sure that it is accurate.
 - Committee members pointed out that the Wright Brothers centennial occurred in 2003 that may have affected growth rates.
 - Ms. Morrow said that she could provide a file with a full traffic history to verify that the numbers are accurate and reasonable.
- Capacities: The capacity of a facility is the maximum rate at which vehicles reasonably can be expected to traverse a uniform section of a roadway during a given time period under prevailing roadway, traffic, and control conditions. Capacity is being measured in vehicles per day (vpd) for the CTP. Level of Service (LOS) D is being used to determine capacity, which is typical for systems level planning. Capacities depend on a number of factors, such as: free flow speed, density, terrain, access points, land width, truck percentage, etc. (Ms. Morrow passed around some information packets on LOS D and determining capacities for committee members to flip through for more detailed information on capacity.)
 - Concerns were brought up about using AADTs and LOS D to find capacity deficiencies. Committee members were concerned that this may lead to having severe traffic flow issues during the peak season in the future. Ms. Morrow responded that she would look into her options and see if there is a way to analyze the capacity deficiencies in a way that better addresses the seasonal nature of traffic in Dare County.
- Volume/Capacity: The V/C ratio is used to determine capacity deficiency. A V/C of 0.00 – 0.79 is considered under capacity, 0.80 – 0.99 is near capacity, and greater than 1.00 is considered over

capacity. By identifying road segments with future traffic volumes near or over capacity, we locate areas to address with recommendations for future improvements.

Adjusting Growth Rates

- Ms. Morrow asked the committee if the growth rates in the spreadsheet look reasonable. In addition to the rates pointed out along NC 12 in Duck and Southern Shores, Mr. Jennings brought up the rates along US 158 in Kill Devil Hills, which looked a bit low as well.
- Ms. Morrow pointed out that there were limited AADT counts for NC 12 from Eagle Pass Road to C Deering Ridge Road and for S Old Oregon Inlet Road. She said there were no AADTs available for the following roads: Woods Road, S Dogwood Road, E Dogwood Road, and 8th Street. Although there was no AADT history available on Colington Road, it was discussed that data from the Colington Road TIP project could be used to project traffic volumes there.
- Ms. Morrow explained that Steve Lambert would use Albemarle RPO's traffic counters to obtain traffic counts for the network roads with no AADTs. She expressed the concern that these would be summer time counts, as opposed to AADTs, so she said that she would then adjust the raw counts as necessary. She also mentioned that even after obtaining the traffic counts, the committee would still need to estimate growth rates, since no AADT history is available for these roads. The committee discussed each of these roads, and decided to use 1% annual growth for all of them.
- Elizabeth Teague and other committee members expressed a strong interest in seeing the development of a corridor study for US 158 through Nags Head, Kill Devil Hills and Kitty Hawk.

Closing Notes

- Next Meeting Date: The committee agreed on July 11, 2012 at 2:00 pm in the same location for the next meeting. Mr. Lambert announced that the bicycle and pedestrian subcommittee would meet on July 10, 2012 in the Kill Devil Hills municipal meeting room.
- The meeting was adjourned.