



# STIP # U-5969 Person County

## COMMUNITY CHARACTERISTICS REPORT

### EXECUTIVE SUMMARY

PLANNER, FIRM:	Stephanie Gallagher AICP-CEP, Atkins	DIVISION: 5	Existing No. of Lanes: 5	Existing Median: No
NC DOT PROJECT MANAGER:	Ben Upshaw	WBS: 45957.1.1	Proposed No. of Lanes: 4	Addition of Median(s): Yes
DOCUMENT TYPE:		Existing control of access:	Proposed control of access:	
<input type="checkbox"/> NEPA		<input checked="" type="checkbox"/> No Control	<input type="checkbox"/> No Control	
<input checked="" type="checkbox"/> SEPA		<input type="checkbox"/> Partial Control	<input checked="" type="checkbox"/> Partial Control	
CS PROJECT REVIEWER :	Herman Huang, AICP, PhD	<input type="checkbox"/> Limited Control	<input type="checkbox"/> Limited Control	
		<input type="checkbox"/> Full Control	<input type="checkbox"/> Full Control	

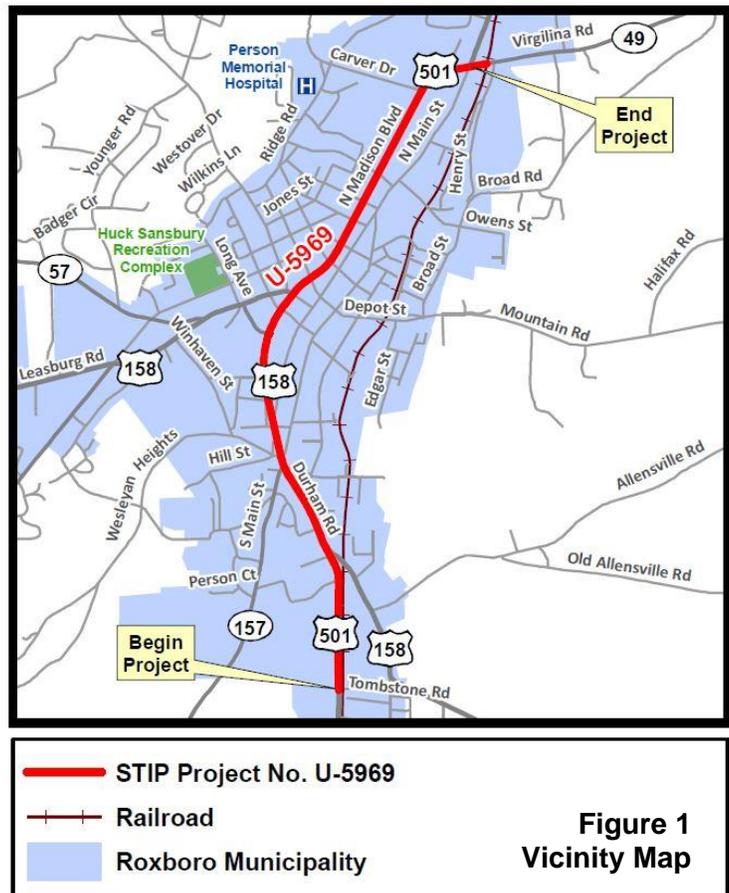
**PROJECT DESCRIPTION:** State Transportation Improvement Program (STIP) Project U-5969 is at the request of the Kerr-Tar Rural Planning Organization and proposes to improve US 158/501 (Madison Boulevard) from south of US 158 to North Main Street (SR 1601) in the City of Roxboro in Person County. The proposed project involves the upgrade and conversion of 3 miles of Madison Boulevard from a five-lane undivided facility to a four-lane median divided facility with intersection improvements and consolidations. The project would also involve the construction of continuous sidewalks on both sides of the roadway. The section of US 158/501 (Madison Boulevard) to the north of U-5969 has been widened as part of the STIP R-2241A project and consists of a four-lane median divided facility from NC 49 to SR 1521 (Halifax Road). Completion of U-5969 will provide a continuous cross-section for US 158/501 and NC 49.

### Community Context

STIP Project U-5969 is located in the City of Roxboro in Person County; approximately 30 miles north of Durham (see Figure 1). US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The U-5969 project corridor is divided into three sections:

- U-5969A: South of US 158 to NC 157
- U-5969B: NC 157 to West Morehead Street (SR 1596)
- U-5969C: West Morehead Street (SR 1596) to North Main Street (SR 1601)

The project corridor is heavily developed and there are only a few undeveloped parcels along the roadway. Land uses along Madison Boulevard are primarily commercial and the roadway is developed with various automobile-oriented restaurants, gas stations, and retail establishments. There are also several hotels, large-scale shopping centers, and community resources within the Direct Community Impact Area (DCIA). See Figures 2A, 2B, and 2C for the DCIA and Community Context Maps. A few older residential homes, industrial sites, and offices are also located along Madison Boulevard. Several of the residential homes that front Madison Boulevard appear to be dilapidated and/or vacant. Roxboro's Main Street is located east of the roadway within the DCIA and includes a post office, county courthouse, and library. Beyond the commercially dominant project corridor are residential homes and neighborhoods developed on side streets that intersect with Madison Boulevard, including a multi-family apartment building and two mobile home parks in the northern portion of the DCIA. There are no bridges along the project



corridor; however, Tanyard Branch Creek runs parallel and adjacent to the roadway within the northern portion of the project corridor and a portion of the roadway is located within the 100-year floodplain.

The Demographic Study Area (DSA) is shown in Figure 3. Population within the DSA decreased 3.7% from 2000 to 2010 with a population loss of 255 individuals during this time and an annualized growth rate of -0.4%. The overall population of Person County has increased 10.8% from 2000 to 2010 with an annualized growth rate of 1.0%. Several of the businesses along Madison Boulevard occupy structures that appear to have been residential at one time. The conversion of residential homes along the roadway to automobile-oriented commercial businesses could explain the decrease in population within the DSA. Residential uses along the roadway have decreased as the roadway has transformed into a commercial boulevard. According to the local planner for the City of Roxboro, "Some of the properties have been sold for commercial use" and "others are now on a list of minimum housing cases". There are a few residential structures located along Madison Boulevard that are located very close to the roadway as a result of the previous widening of Madison Boulevard. Proximity of these residential structures to the roadway have made them undesirable for residential uses and several appear to be vacant.

### **Notable Characteristics**

- Bike Route NC 4 - North Line Trace (NLT) crosses Madison Boulevard at Leesburg Road/Court Street within the DCIA. Bicycle lanes and a continuous sidewalk network are not present along the existing roadway and the 2011 Person County and Roxboro Comprehensive Transportation Plan recommends multimodal facilities along the project corridor.
- Bicyclists and pedestrians were observed during the field visit and evidence of worn paths along the roadway were found within the DCIA.
- The Person County Transportation System (PATS) provides transit service within the DCIA and provides specialized service for disabled persons and wheelchairs. The office for PATS is located at 341 S. Madison Boulevard within the DCIA and their vehicles are parked at this location. PATS rides can be scheduled and they operate a Roxboro Shuttle in the uptown area (see Figure 4 in Appendix F).
- Because of the heavy development along Madison Boulevard, there are multiple driveways and curb cuts to various commercial, industrial, and residential parcels. There are also several intersections and cross streets that intersect with Madison Boulevard.
- The project corridor is heavily developed with commercial and business uses and there are several large-scale shopping centers and destinations that generate customer and truck delivery traffic. Notable businesses and economic resources within the DCIA include Roxboro Commons Shopping Center, Camp Chemical, Roxboro Square, Madison Corners Shopping Center, and Person Plaza.
- Two fire stations, a police station and an emergency operations center are located within the DCIA and Madison Boulevard is a primary response route for all of these services.
- Person County High School is the county's only high school and is located just outside of the DCIA, approximately ¼ mile west of Madison Boulevard. The Person County Schools Transportation Director indicated that their buses make a total of 118 daily trips along Madison Boulevard during a typical school day and the peak hours are around 7:45 AM and 3:00 PM.
- Community resources located within the DCIA include Person County government offices (Human and Social Services), a State License Plate office, Person Area Transit (PATS), Person County Farmers Market, eight churches, three funeral homes, two cemeteries, the Roxboro Commercial Historic District, a library, post office, and a museum. Person County High School hosts several large events throughout the year.
- The existing roadway does not provide safe pedestrian and bicycle access as Madison Boulevard does not currently have bicycle lanes, a complete network of continuous sidewalks, crosswalks, or pedestrian signals.
- Local businesses have expressed concern regarding the potential right-of-way impacts and access changes to their establishments. In addition, a local planner expressed concern with the detour/redirection of traffic to residential side streets and the historic downtown area during construction.
- Census data indicates a presence of minority and low-income populations meeting the criteria for Environmental Justice (EJ) within the DSA and minority and low-income communities were observed within the DCIA during the field visit. In addition, a local planner noted the presence of handicap residents in the vicinity of the project, indicating a potential Title VI population.
- Census data does not indicate Limited English Proficiency (LEP) populations meeting the U.S. Department of Justice LEP Safe Harbor threshold, but does indicate a Spanish language-speaking population exceeding 50 persons within the Demographic Study Area that may require language assistance.



- Project R-2241 to the north of U-5969 has been partially completed. R-2241A widened the two-lane section of US 501 to a divided 4-lane section to from NC 49 to SR 1521 (Halifax Road). R-2241B&C are unfunded at this time but will widen the roadway from SR 1521 (Halifax Road) to the Virginia state line.

### **Potential Project Impacts**

- The NC 4-NLT Bike Route could experience a temporary negative impact during construction where it crosses Madison Boulevard along Court Street if impeded by construction barriers, detours, lane reductions, or closures.
- The addition of sidewalks and bicycle lanes along the roadway would be a long-term, permanent, positive impact for the project corridor.
- Temporary negative impacts to the transit route for PATS/Roxboro Uptown Shuttle within the DCIA could occur from disruption or delay of service due to construction, potential detours, and lane reductions or closures associated with the project. Temporary and permanent impacts could occur at the PATS office located at 341 S. Madison Boulevard if access is limited.
- Construction barriers, detours, or lane reductions or closures are likely to cause temporary access impacts for a short duration during the construction period. The purpose of adding the median is to improve the safety of the roadway; however, it will permanently change access to some driveways and cross streets after construction is complete. This change in access will not restrict or eliminate access to parcels and therefore will not result in a permanent negative access impact.
- There are likely to be temporary negative economic impacts to businesses during construction of the project due to limitation of access. The addition of the median will permanently change access to some parcels after construction is complete. This change in access will not restrict or eliminate access to businesses. There could be a permanent negative economic impact to some “convenience” type businesses that depend on drive-by customers if the new roadway design makes accessing a business more difficult. The proximity of the business and general ability to make a U-turn to and from that location will determine the degree of impacts. Conversion to a four-lane divided, controlled access facility will increase vehicular capacity and improved mobility along the roadway, likely resulting in an overall positive impact on businesses.
- An EMS official from Person County identified potential temporary impacts from detours or closings along Madison Boulevard during construction. However, they noted that impacts should have a minimal impact to services as long as advanced notice is given. An EMS official from the City of Roxboro also identified potential major permanent impacts from limited access to businesses along the roadway if their trucks would be unable to navigate the turns.
- The Polk County School Transportation Director noted that “high” temporary impacts to school transportation would result from any roadway detours, closures, or reduced capacity along the roadway during construction. Also, a potential permanent impact could result if the design does not accommodate bus lengths and the necessary turning radii.
- Potential temporary vehicular access impacts could occur to community resources from detours and lane reductions or closings along Madison Boulevard during construction. However, these impacts should have a minimal impact to community resources as long as advanced notice is given and access is not eliminated. Pedestrian and bicycle improvements to the roadway would help to improve pedestrian and bicycle access along the corridor and provide improved access by foot or bicycle to the nearby community facilities. Due to the presence of three funeral homes and two cemeteries within the DCIA, the project construction may impact routes typically followed by funeral processions.
- Pedestrian and bicycle improvements and the introduction of the median will improve access and safety issues along the existing roadway.
- While local plans call for the upgrade and conversion of this roadway with a median and pedestrian and bicycle improvements, the community has expressed concerns regarding the right-of-way impacts and access issues that would result from the upgrade and introduction of a median.
- While minority and low-income populations are present within the DCIA, no notably adverse community impacts are anticipated with this project; thus, impacts to minority and low-income populations does not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title VI and related statutes.

### **Findings and Recommendations**

- The NCDOT Project Manager should coordinate with the NCDOT Division of Bicycle and Pedestrian Transportation and City of Roxboro and Person County planning departments to evaluate the inclusion of



bicycle/pedestrian facilities in the project design as well as the necessary level of bicycle/pedestrian access accommodations during construction, including access to NC 4-NLT.

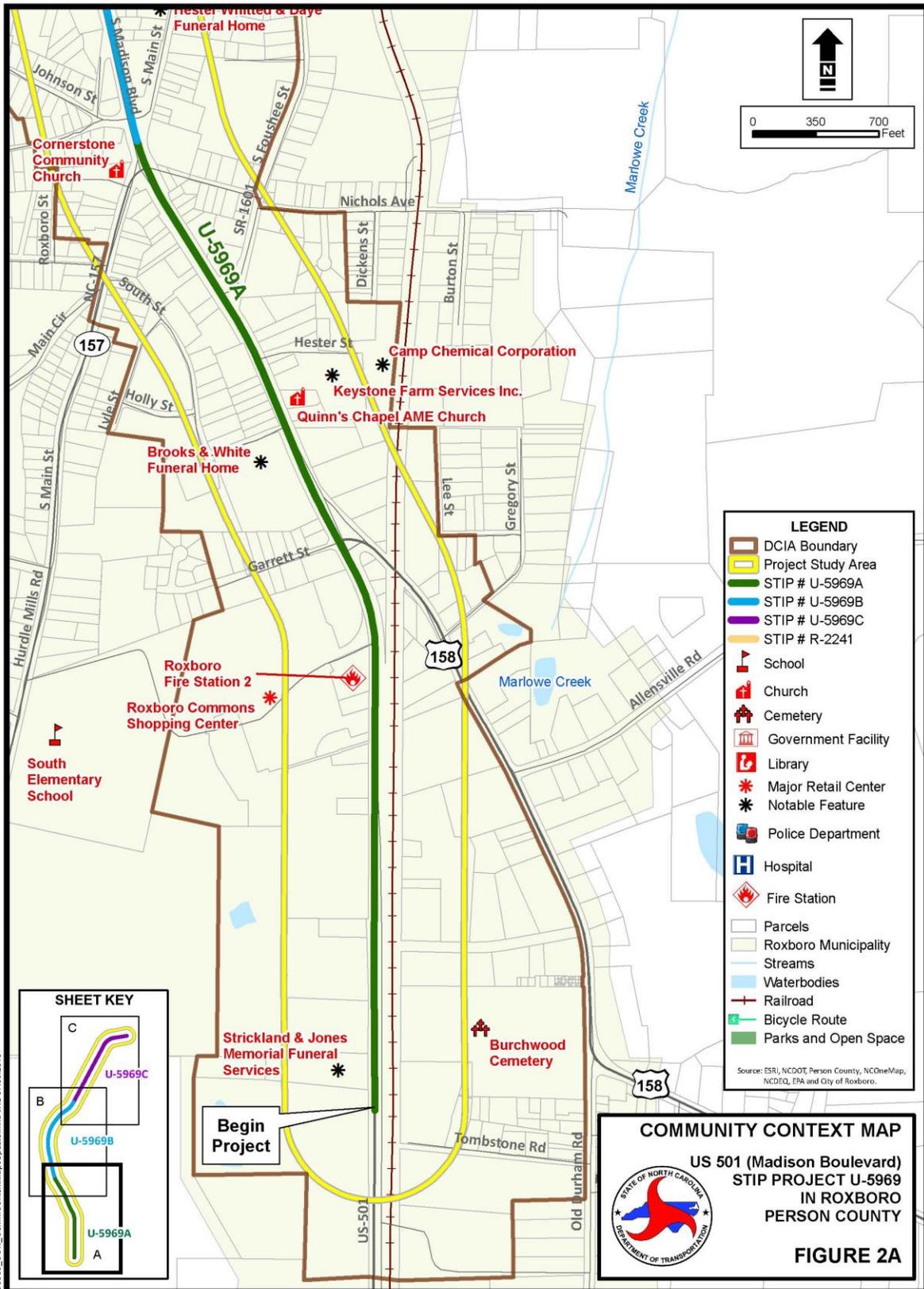
- The NCDOT Project Manager should coordinate with Person Area Transit System (PATS) regarding potential temporary disruptions to transit service and coordinate the design to accommodate access at the PATS office and any planned future transit stops.
- The NCDOT Project Manager should coordinate with NCDOT Public Involvement to conduct public involvement outreach that incorporates the necessary local stakeholders in accordance with all necessary FHWA and NCDOT guidelines and reduce temporary and permanent access impacts that may affect businesses, where possible.
- The NCDOT Project Manager should coordinate with emergency service providers with Person County and the City of Roxboro to discuss construction detour planning and roadway design to accommodate emergency vehicles.
- The NCDOT Project Manager should coordinate with Person County Schools to discuss construction schedules, required detour planning for school buses, and design and access at the high school.
- The NCDOT Project Manager should ensure that access is maintained and impacts to operations at community resources are minimized during construction and that design does not limit permanent access at these facilities. The NCDOT Project Manager should coordinate with the nearby funeral homes and cemeteries regarding the anticipated construction schedule pertaining to construction-related road closures, detours, or lane reductions to allow those businesses time to plan revised routes for funeral processions.
- Because notable Spanish language-speaking populations requiring language assistance are located within the DCIA, the NCDOT Project Manager should consult with NCDOT Public Involvement to determine appropriate measures assuring meaningful public involvement to satisfy the requirements of Executive Order 12898.
- The NCDOT Project Manager should evaluate the inclusion of time of day traffic control measures during construction to minimize impacts to school transportation. Peak bus/carpool/pedestrian traffic hours occur at approximately 7:45 AM and 3:00 PM. In addition, construction schedules should accommodate 4th of July activities that take place at Person County High School.

#### **Indirect and Cumulative Effects Statement**

- The project will not alter travel patterns, reduce travel time, affect access to properties in the area, or open areas for development or redevelopment. Due to its minimal transportation impact-causing activities, this project will neither influence nearby land uses nor stimulate growth. Therefore, a detailed indirect and cumulative effects study will not be necessary.

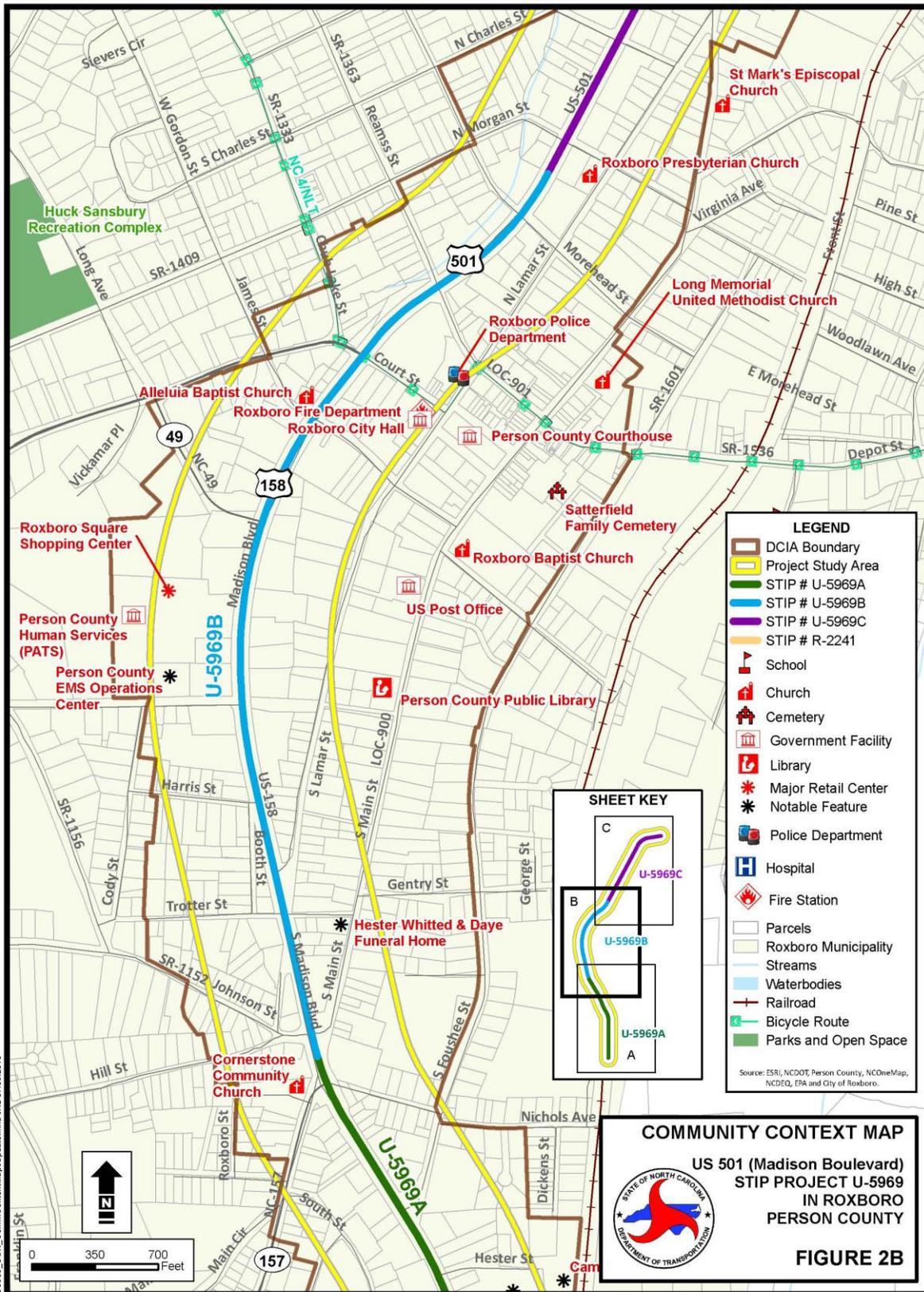


# COMMUNITY CONTEXT MAP



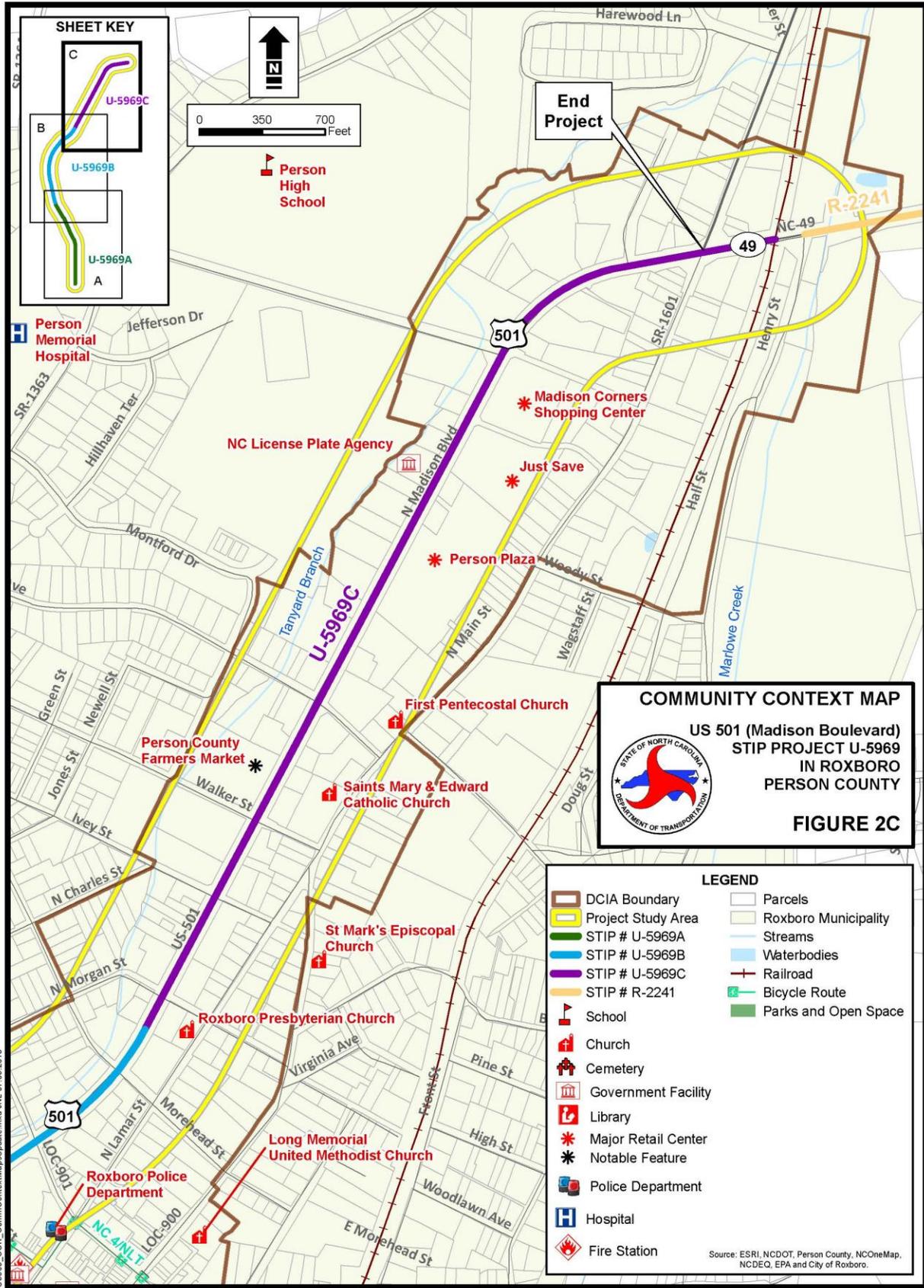
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**COMMUNITY CONTEXT MAP**  
 US 501 (Madison Boulevard)  
 STIP PROJECT U-5969  
 IN ROXBORO  
 PERSON COUNTY  
**FIGURE 2C**

**LEGEND**

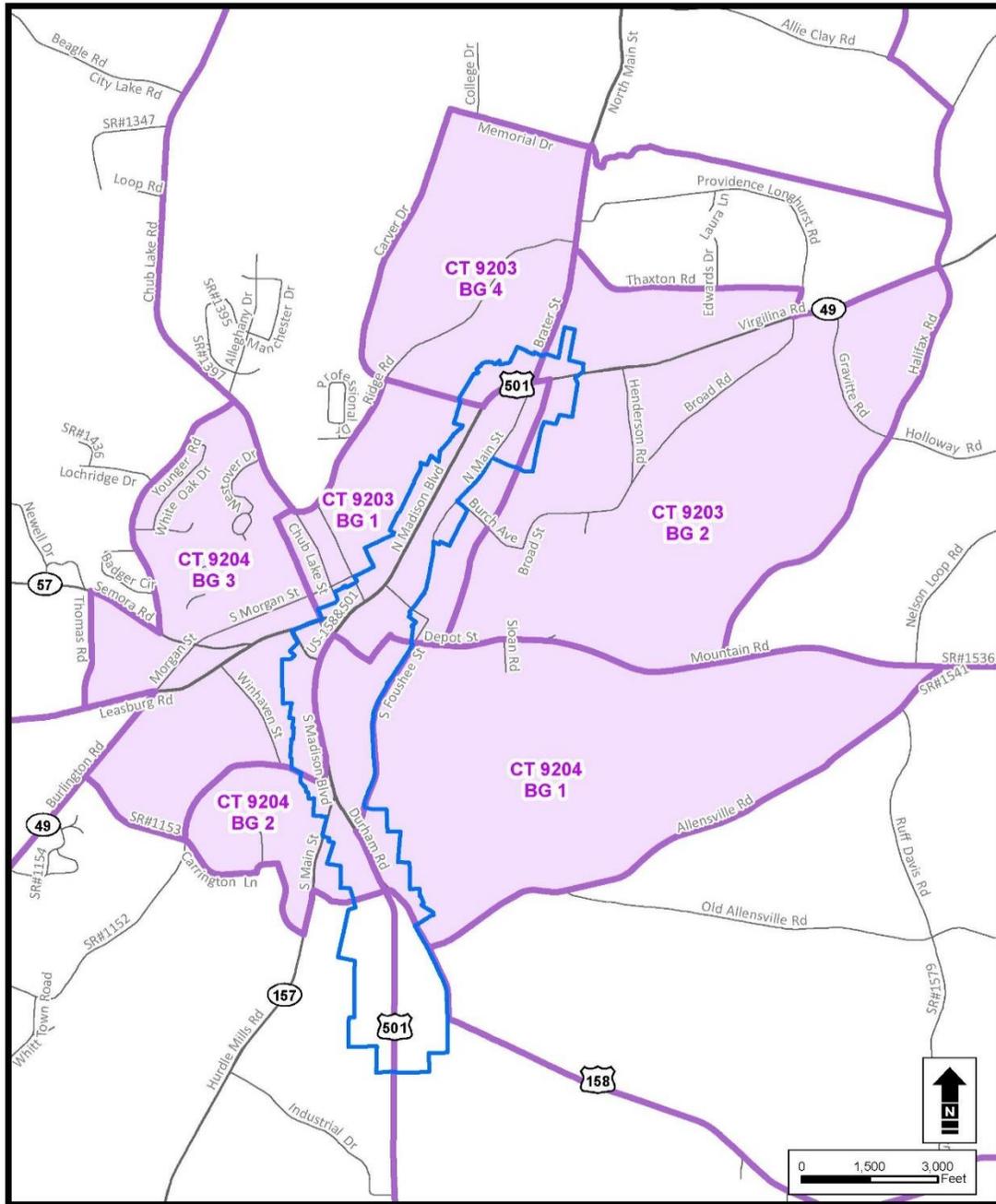
DCIA Boundary	Parcels
Project Study Area	Roxboro Municipality
STIP # U-5969A	Streams
STIP # U-5969B	Waterbodies
STIP # U-5969C	Railroad
STIP # R-2241	Bicycle Route
School	Parks and Open Space
Church	
Cemetery	
Government Facility	
Library	
Major Retail Center	
Notable Feature	
Police Department	
Hospital	
Fire Station	

Source: ESRI, NCDOT, Person County, NCOneMap, NCDEQ, EPA and City of Roxboro.

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**DEMOGRAPHIC STUDY AREA**



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**LEGEND**

- Demographic Study Area (DSA) \*
- Direct Community Impact Area (DCIA)
- Block Group Boundary

\* CT = Census Tract  
BG = Block Group

Source: NCDOT Demographic Tool for Distribution Dataset.

**DEMOGRAPHIC STUDY AREA**  
**US 501 (Madison Boulevard)**  
**STIP PROJECT U-5969**  
**IN ROXBORO**  
**PERSON COUNTY**  
**FIGURE 3**



COMMUNITY CHARACTERISTICS, IMPACTS & RECOMMENDATIONS		
Community Resource	Presence	
<p><b>RECREATIONAL RESOURCE(S) OR ACTIVITY</b></p> <p><u>Presence</u></p> <p><i>Are there any recreational resources, areas, or observed activities in the Direct Community Impact Area? If Federally-funded, are these potential 4(f) resources?</i></p>	<p><input type="checkbox"/> YES, SEPA Parks &amp; Recreation</p> <p><input type="checkbox"/> YES, NEPA potential 4(f); adjacent to/accessed from the project corridor</p> <p><input type="checkbox"/> YES, NEPA potential 4(f); present in DCIA but not adjacent to or accessed from the project corridor</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Impacts</u></p>	<p><input type="checkbox"/> YES, SEPA Impact</p> <p><input type="checkbox"/> YES, potential NEPA impact</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Recommendation</u></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><b>SECTION 6(F) LAND &amp; WATER CONSERVATION FUND RESOURCES</b></p>		
<p><u>Presence</u></p> <p><i>Are there any areas protected under Section 6(f) in the Direct Community Impact Area?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Impacts</u></p> <p><i>Is the project likely to impact identified Section 6(f) Land &amp; Water Conservation Fund Resources?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Recommendation</u></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><b>VOLUNTARY &amp; ENHANCED VOLUNTARY AGRICULTURAL DISTRICTS [VAD/EVAD]</b></p>		
<p><u>Presence</u></p> <p><i>Is there a Voluntary Agricultural District or Enhanced Voluntary Agricultural District in the project footprint?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Impacts</u></p> <p><i>Is the project likely to impact designated Voluntary Agricultural Districts or Enhanced Voluntary Agricultural Districts?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Recommendation</u></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><b>AGRICULTURAL RESOURCES AND ACTIVITY</b></p>		
<p><u>Presence</u></p> <p><i>Are there any active agricultural operations located in the Direct Community Impact Area? Is there any documented activity related to goods movement in the Direct Community Impact Area (e.g. farm or logging trucks, tractors, or other agricultural equipment)?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	
<p><u>Impacts</u></p> <p><i>Is the project likely to impact identified agricultural operations?</i></p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>	



<u>Recommendation</u>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>BICYCLE, PEDESTRIAN, AND/OR GREENWAY FACILITIES AND ACTIVE TRANSPORTATION</b>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<u>Presence</u> <i>Are there existing bicycle, pedestrian, greenway or other active transport facilities located in the Direct Community Impact Area? Are there future plans for bicycle, pedestrian, greenway or active transport facilities to be located in the Direct Community Impact Area?</i>  Bike Route NC 4- North Line Trace (NLT) is located within the DCIA and crosses Madison Boulevard at Leesburg Road/Court Street and travels through the Roxboro Commercial Historic District. The NC 4 NLT runs 400 miles from the mountains to the coast through or near several small towns including the City of Roxboro.  The majority of the roadway has no sidewalks. There are only a few short segments of sidewalks along the project corridor. The only continuous sidewalk section is located on the western side of the roadway for approximately ½ mile between Garrett Street and Main Street.  The 2011 <i>Person County and Roxboro Comprehensive Transportation Plan</i> recommends multimodal facilities along the project corridor including sidewalks and bicycle lanes.		
<u>Impacts</u> <i>Is the project likely to result in impacts to bicycle, pedestrian, and/or greenway facilities?</i>  The NC 4-NLT Bike Route could experience a temporary negative impact during construction where it crosses Madison Boulevard along Leesburg Road/Court Street if access is impeded by construction barriers, detours, or lane reductions or closures.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<u>Recommendation</u>  The NCDOT Project Manager should coordinate with the NCDOT Division of Bicycle and Pedestrian Transportation to evaluate the inclusion of bicycle/pedestrian facilities in the project design as well as the necessary level of bicycle/pedestrian access accommodations during construction, including access to NC4-NLT.		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<b>BICYCLE/PEDESTRIAN ACTIVITY</b>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<u>Presence</u> <i>Were bicyclists, pedestrians or worn paths observed in the Direct Community Impact Area?</i>  Bicyclists and pedestrians were observed during the field and evidence of worn paths along the roadway are found within the DCIA.		
<u>Impacts</u> <i>Is the project likely to result in impacts to bicycle or pedestrian activity?</i>  The addition of sidewalks and bicycle lanes along the roadway would provide long-term permanent positive impact for bicycle and pedestrian activity along the project corridor.	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<u>Recommendation</u>  The NCDOT Project Manager should coordinate with the NCDOT Division of Bicycle and Pedestrian Transportation as well as the City of Roxboro and Person County planning departments to evaluate the inclusion of bicycle/pedestrian facilities in the project design.		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<b>TRANSIT ROUTES, FACILITIES, AND/OR ACTIVITY</b>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<u>Presence</u> <i>Are transit routes present in the Direct Community Impact Area? Were buses, transit stops or route signs observed on the site visit? Were any riders observed using or known to use these facilities? Were any of these riders special users?</i>  The Person County Transportation System (PATS) has 14 vehicles that provide demand response transit service in the county, primarily based on individual requests. Several of their vehicles are equipped with lifts for disabled persons and wheelchairs. The office for PATS is		



<p>located at 341 S. Madison Boulevard within the DCIA and the vehicles are parked at this location. PATS can be scheduled a week in advance for requested transport. PATS also operates a Roxboro Shuttle in the uptown area. The shuttle operates on a regular schedule with 9 of their 15 stops located within the DCIA. The stops are not formally marked with signage and the stops are at public facilities, businesses, and apartments (Walmart, Madison Square Shopping Center, the Courthouse etc.). See Figure 4 in Appendix F for PATS Roxboro Shuttle stop locations.</p> <p>Transit riders and formal transit stops were not observed during the field visit. Transit vehicles (buses/vans) were observed parked at the PATS office. A local planner noted the importance of accessibility for the PATS office at this location in addition to those walking to the site for services. They stated that “limitations to access of this location could provide issues”.</p> <p>In addition, the 2011 <i>Person County and Roxboro Comprehensive Transportation Plan (CTP)</i> recommends a bus route along the project corridor that would connect to major regional destinations (Durham, Chapel Hill, Raleigh, and Research Triangle Park). The CTP also recommends a future Park-and-Ride lot near the Wal-Mart on Madison Boulevard.</p>	
<p><u>Impacts</u></p> <p><i>Is the project likely to result in impacts to transit routes, facilities, and/or activity?</i></p> <p>Temporary negative impacts to the transit route for PATS/Roxboro Uptown Shuttle within the DCIA could occur from disruption or delay of service due to construction, potential detours, and lane reductions or closures associated with the project. Temporary and permanent impacts could occur at the PATS office if access is limited.</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p><u>Recommendation</u></p> <p>The NCDOT Project Manager should coordinate with PATS regarding potential temporary disruptions to transit service and coordinate on design to accommodate access at the PATS office and any planned future transit stops.</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p><b>LOCAL AREA PLANS, GOALS, AND DEVELOPMENT ACTIVITY</b></p> <p><u>Presence</u></p> <p><i>Are there any local area plans, goals, or zoning initiatives specifically affecting the Direct Community Impact Area (e.g. comprehensive plan; corridor or thoroughfare plan; small area plan; long-range growth plan; health impact assessment; etc.)? Has recent development activity occurred in the Direct Community Impact Area and/or are there known plans for public or private development activity in the Direct Community Impact Area?</i></p> <p>The 2011 <i>Person County and Roxboro Comprehensive Transportation Plan (CTP)</i> vision and objective is to “provide a safe, reliable, efficient, and sustainable multi-modal transportation network that supports economic development and efficient movement of people and products while being compatible with environmental and land use patterns”. The CTP identifies the Madison Boulevard upgrade and conversion as a priority project and describes the project corridor as operating over capacity. The CTP recommends that the existing 5-lane major thoroughfare be upgraded to a 4-lane divided boulevard with a median to relieve projected capacity deficiencies and improve safety conditions. The CTP states that the project “may improve safety along the corridor by limiting access”. The CTP also recommends multiple modes of transportation along the project corridor and recommends bus routes and pedestrian and bicycle improvements. The County also recommends “Complete Streets” with design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. According to the CTP, proposed project improvements along Madison Boulevard were displayed at a public workshop on August 5, 2010 and positive comments were received in favor of multi-modal improvements for the roadway. The CTP also identifies a planned new alignment US 501 East Roxboro Bypass (R-2585) south of U-5969 to alleviate traffic congestion on Madison Boulevard. However, that project is not funded in the approved 2018-2027 State Transportation Improvement Plan (STIP) and is not considered in the traffic forecasts/analysis for U-5969.</p> <p>According to the CTP, “Person County primarily anticipates most of its growth in areas south of Roxboro with most of the future commercial development planned along US 501. The Durham Metropolitan area is expected to impact growth in southern Person County as northern Durham</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>



<p>County becomes more suburban. Some residential development is planned east and west of Roxboro. Future industrial and residential is also planned north of Roxboro.”</p> <p>The 2008 <i>Roxboro Pedestrian Transportation Plan</i> recommends sidewalk along the project corridor as well as intersection improvements including marked crosswalks, reduced curb radius, pedestaling signals, traffic calming, and curb ramps. The plan also recommends pedestrian accommodations with any new road construction or an existing road reconstruction. The plan also recommends raised/lowered medians and angled pedestrian paths through medians.</p> <p>The 2001 <i>Person County Land Use Plan</i> identifies the project corridor as a vital roadway in Roxboro and the community’s vision is to “preserve aesthetic quality, enhance mobility, and appropriately accommodate future development” along the corridor. The plan identifies existing land uses along the existing corridor as predominately commercial and industrial. Future land use designation recommendations and existing zoning is primarily business/office, institutional, commercial, and industrial with some high density residential designations.</p> <p>The local planner for the City of Roxboro noted in the Local Official Input Form, “There are few commercial development plans that are still in the beginning phases. Individuals/developers that submit plans for new development along this corridor are advised of impending changes to the road structure and asked to take that into consideration with their development plans. The City of Roxboro, specifically, has no pending projects along this corridor.”</p>	
<p><b>Impacts</b> <i>Is the project consistent or not consistent with existing plans, regulations, and policies at the local, regional, or state level?</i></p> <p>The upgrade and conversion of the roadway to a 4-lane median divided facility and potential inclusion of sidewalks and bicycle lanes is consistent with local plans.</p>	<p><input checked="" type="checkbox"/> CONSISTENT <input type="checkbox"/> NOT CONSISTENT</p>
<p><b>Recommendation</b></p>	<p><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO</p>
<p><b>DRIVEWAYS AND CROSS STREETS</b></p> <p><b>Presence</b> <i>Are there any driveways or intersections located along the project corridor?</i></p> <p>There are multiple driveways to various commercial, industrial, and residential parcels as the roadway is heavily developed. There are multiple intersections along the roadway that will be improved or consolidated as part of the project. Some facilities (such as churches, a school, and funeral homes) may generate high volumes at peak hours. High volume commercial generators are likely to be the large-scale shopping centers (Madison Corners Shopping Center, Roxboro Shopping Center, and Roxboro Commons Shopping Center). The Camp Chemical Company on Hester Street generates heavy truck traffic throughout the day. The primary cross streets are Oxford Road (US 158), S. Main Street (SR 157), E. Barden Street, Long Avenue, Court Street (SR 57), Reams Avenue, W. Morehead Street, Clayton Avenue, and Carver Drive. Traffic operations and intersection and driveway locations will be identified and examined as part of the U-5969 Traffic Study.</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p><b>Impacts</b> <i>Is the project likely to result in access or accessibility impacts to driveways and cross streets?</i></p> <p>There are likely to be temporary negative access impacts to driveways and cross streets as a result of the project. The temporary access impacts would occur during construction for a short duration from any construction barriers, detours, or lane reductions or closures. The purpose of the median is to improve safety of the roadway; however, it will permanently change access to some driveways and cross streets after construction is complete. This change in access will not restrict or eliminate access to parcels and therefore will not result in a permanent negative access impact. Analysis and recommendations</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>



<p>from the U-5969 Traffic Study will examine how to minimize access impacts, where possible.</p>		
<p><u>Recommendation</u> The NCDOT Project Manager should coordinate with NCDOT Public Involvement to conduct public involvement outreach that incorporates the necessary local stakeholders and is in accordance with all necessary FHWA and NCDOT guidelines.</p>		<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p><b>BUSINESS AND ECONOMIC RESOURCES AND TRANSPORTATION ACTIVITY</b></p> <p><u>Presence</u> <i>Are any specific business and/or economic resources present in the Direct Community Impact Area (e.g. business parks or districts, distribution centers, manufacturing facilities, etc.)? Is there any documented activity related to goods movement in the Direct Community Impact Area (e.g. tractor- trailers, or industrial traffic)?</i></p> <p>The project corridor is heavily developed with commercial and business uses and there are several large-scale shopping centers and destinations that generate customer and delivery traffic. In addition, several large delivery trucks and tractor trailers were observed traveling on Madison Boulevard during the field visit. Due to the heavy retail commercial development along the roadway, truck usage is expected from transportation activity related to the movement and delivery of goods.</p> <p>Roxboro Commons Shopping Center is in the southeast portion of the DCIA, south of Garrett Street. The anchor store in this commercial development is a Walmart Supercenter. There are also several commercial establishments within the center including restaurants, a nail and hair salon, a gas station, a shoe store, and a cell phone store. The store appears to generate traffic consistent with most retail facilities with peak hours during lunch time and on the weekends. The center has a traffic signal and dual turn lanes at the private roadway to the development and Madison Boulevard.</p> <p>Camp Chemical is located in the eastern portion of the DCIA at 200 Hester Street and is an industrial manufacturing facility and distribution center for agricultural materials including fertilizer, feed, grain, and tobacco. The facility has large trucks and tractor-trailers accessing the facility from Madison Boulevard.</p> <p>Roxboro Square is located along the western portion of the DCIA, south of NC 49 (Long Road). The Person County Human Service building and the Person Area Transit (PATS) offices and vehicles are at this location. There are also several retail establishments within the center including restaurants, an insurance office, and a nail salon.</p> <p>Madison Corners Shopping Center is located in the northeast portion of the DCIA and includes a CVS drugstore, several restaurants, and a bank. Person Plaza is also located in the northeast portion of the DCIA, adjacent to Madison Corners, and includes a Tractor Supply store, and auto parts store, a furniture store, and a Peebles department store.</p>		<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p><u>Impacts</u> <i>Is the project likely to result in impacts to business and economic resources?</i></p> <p>There are likely to be temporary negative economic impacts to businesses during construction of the project due to limitation of access. The temporary access impacts would occur for a short duration. The purpose of the median is to improve the safety of the roadway; however, it will permanently change access to some parcels after construction is complete. This change in access will not restrict or eliminate access to businesses. There could be a permanent negative economic impact to some businesses that depend on drive-by customers if the new roadway design makes accessing a business more difficult. There are several “convenience” type businesses along the project corridor including gas stations, drive-thru restaurants, and mini-mart retail stores. These businesses rely on high visibility locations and easy access for attracting customers and are most likely to be negatively impacted by the project. The proximity of the business and general ability to make a U-turn to and from that location will determine the degree of impacts.</p>		<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>



<p>Conversion to a four-lane divided, controlled access facility will increase vehicular capacity and improved mobility along the roadway, likely resulting in an overall positive impact on businesses.</p>		
<p><u>Recommendation</u> The NCDOT Project Manager should coordinate with NCDOT Public Involvement to conduct public involvement outreach that incorporates the necessary local stakeholders and is in accordance with all necessary FHWA and NCDOT guidelines and reduce temporary and permanent access impacts that may affect businesses, where possible.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><b>EMERGENCY MANAGEMENT SERVICES (EMS) OPERATIONS</b></p> <p><u>Presence</u> <i>Did the EMS local official note any emergency services operations within the Direct Community Impact Area that may be affected by the project, such as stations or corridors that are primary response routes?</i></p> <p>There are two fire stations, a police station and an emergency operations center within the DCIA. Madison Boulevard is a primary response route for all of these services.</p> <p>Roxboro Fire Department Station 2 is located in the southern portion of the DCIA at 1051 Durham Road, adjacent to the Roxboro Commons Shopping Center. Station 2 houses the City of Roxboro's only ladder truck. The Roxboro Fire Department headquarters office and main station located in the western portion of the DCIA at 105 Court Street near downtown Roxboro. The Roxboro Police Station is located near the fire department station at 109 Lamar Street. Multiple emergency vehicles are dispatched from all three of these locations.</p> <p>The Person County Emergency Operations Center is located at 216 W. Barden Street in the western portion of the DCIA. This facility dispatches ambulances and emergency vehicles throughout Person County. The local emergency official for Person County indicated that "Madison Boulevard is the main route for Emergency Management Service (EMS) response and dependent on lane reductions or closings this could delay their response." He also noted that afternoon traffic on Fridays is difficult to navigate. He stated that "As long as we are given advanced notice of any detours there should be little impact to services".</p> <p>Chief Kenneth Torain with the City of Roxboro Fire Department noted that they are concerned with their trucks being able to navigate turns when accessing businesses and want to ensure that the design accommodates for the necessary turning radii for fire trucks.</p> <p>NOTE: An EMS Input form was also emailed to Police Chief David Hess with the City of Roxboro Police Department on April 24, 2018. A follow-up call was also made to him on May 8, 2018 with no response.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> NO RESPONSE
<p><u>Impacts</u> <i>As checked on Local EMS Input Form</i></p> <p>An EMS official from Person County in the Local Official Input Form identified potential temporary impacts from detours or closings along Madison Boulevard during construction. However, they noted that these impacts should have a minimal impact to services as long as advanced notice is given. An EMS official from the City of Roxboro also identified potential major permanent impacts from limited access to businesses along the roadway if their trucks are unable to navigate the turns.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> NO RESPONSE
<p><u>Recommendation</u> The NCDOT Project Planning Manager should coordinate with emergency service providers with Person County and the City of Roxboro to discuss construction detour planning and roadway design to accommodate for emergency vehicles.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><b>SCHOOL BUS ROUTES</b></p> <p><u>Presence</u> <i>Did the local school transportation official note any school bus routes within the Direct Community Impact Area that may be affected by the project?</i></p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> NO RESPONSE



<p>Person County High School is the county's only high school and it is located approximately ¼ mile west of Madison Boulevard along Carver Drive, outside of the DCIA. The high school also has several large athletic fields. There are also several elementary and middle schools located outside the DCIA, within a mile of the Madison Boulevard corridor.</p> <p>The school transportation official for Person County indicated that their buses make a total of 118 daily trips along Madison Boulevard during a typical school day with peak school bus hours around 7:45 AM and 3:00 PM.</p>	
<p><b>Impacts</b>  <i>As checked on Local Schools Input Form</i></p> <p>The Person County School Transportation Director noted in the Local Official Input Form that high temporary impacts to school transportation would result from any roadway detours, closures, or reduced capacity along the roadway during construction. Also, a potential permanent impact could result if the design does not accommodate for bus lengths and necessary turning radii. The Transportation Director stated that she is concerned that "any roadway closures or reduction in capacity would result in "high impacts". She also stated that she is concerned with "turning lanes for South Main and Madison Boulevard and Carver Drive and Madison Boulevard" and noted that the bus lengths and turning widths need to be accounted for in the design.</p>	<p><input checked="" type="checkbox"/> YES  <input type="checkbox"/> NO  <input type="checkbox"/> NO RESPONSE</p>
<p><b>Recommendation</b></p> <p>The NCDOT Project Manager should coordinate with Person County Schools to discuss construction schedules, required detour planning for school buses, and design and access at the high school.</p>	<p><input checked="" type="checkbox"/> YES  <input type="checkbox"/> NO</p>
<p><b>COMMUNITY RESOURCES</b></p> <p><b>Presence</b>  <i>Are there any notable community resources located in the Direct Community Impact Area, including places of worship; private and/or public schools; adult education and/or training facilities; daycares; cemeteries; private or public social service agencies; government facilities; other important destinations or resources for local residents?</i></p> <p>Person County has government offices in Roxboro Square along the western portion of the DCIA, south of NC 49 (Long Road). The Person County Human Services building and the Person Area Transit (PATS) offices and vehicles are at this location. Person County Human Services is home to the county's social service programs. The PATS office is the primary dispatch facility for PATS vehicles. In addition, a North Carolina State License Plate Agency office is located at 811 N. Madison Boulevard.</p> <p>The Person County Farmers Market is located in the eastern portion of the DCIA at 601 N. Madison Boulevard (just north of Walker Street). The open-air market is open from May to September on Wednesdays 3:00 PM-7:00 PM and Saturdays 8:00 AM to 12:00 PM. The market serves the county-wide area and can be expected to generate notable customer traffic during the hours of operation and some truck traffic for deliveries.</p> <p>There are eight churches located within the DCIA. These facilities offer a variety of services including community worship, activities, and daycare. The various church facilities with the DCIA are listed below:</p> <ul style="list-style-type: none"> <li>• Quinn's Chapel AME – 824 Durham Road</li> <li>• Cornerstone Community Church – 71 S. Main Street</li> <li>• Roxboro Baptist Church – 202 S. Main Street</li> <li>• Alleluia Baptist Church – 135 Madison Boulevard</li> <li>• Roxboro Presbyterian Church – 319 Lamar Street</li> <li>• Long Memorial United Methodist Church – 226 N. Main Street</li> <li>• Saints Mary and Edward Catholic Church – 615 N. Main Street</li> <li>• First Pentecostal Church – 707 N. Main Street</li> </ul> <p>In addition, there are three funeral homes and a cemetery located along the roadway within the DCIA. Strickland and Jones Memorial Funeral Home is located at 1810 Durham Rd, Brooks and White Funeral Home is located at 907 Durham Road, and Hester-Whitted and Daye Funeral</p>	<p><input checked="" type="checkbox"/> YES  <input type="checkbox"/> NO</p>



<p>Home is located at 603 Main Street. Burchwood Cemetery is located in the southern portion of the DCIA on US 158 (Oxford Road). A smaller cemetery (Satterfield Family Cemetery) is located within the Roxboro Commercial Historic District. Heavy traffic can be present at these facilities during funeral processions. The local planner for the City of Roxboro also commented on the importance of access for funeral processions.</p> <p>The City of Roxboro was named a Mainstreet Community by the North Carolina Mainstreet Program in 1995 and extensive/notable/substantial revitalization has occurred in the area. There are also several community facilities within the DCIA including the Person County Public Library, US Post Office, and the Person County Museum of History.</p> <p>Person County High School is the county's only high school and it is located approximately ¼ mile west of the Madison Boulevard along Carver Drive, outside of the DCIA. The high school has several large athletic fields and hosts school sporting events. There are also several elementary and middle schools located outside the DCIA, within a mile of Madison Boulevard corridor. The local planner for the City of Roxboro noted that the high school has several large events including a community fireworks display on the 4<sup>th</sup> of July which generates notable traffic.</p>	
<p><b>Impacts</b></p> <p><i>Is the project likely to impact identified community resources, either directly or by affecting user access?</i></p> <p>Potential temporary vehicular access impacts to community resources could occur from detours and lane reductions or closings along Madison Boulevard during construction. However, these impacts would be short-term and should have a minimal impact to community resources, as long as advanced notice is given and access is not eliminated. Permanent impacts could occur at the Person County Services Building/PATS office if the project design limits access to the facility. Positive permanent impacts are expected from the project as the pedestrian and bicycle improvements to the roadway would help to improve pedestrian and bicycle access along the corridor and provide improved access by foot or bicycle to the community resources. Due to the presence of three funeral homes and two cemeteries located along the roadway within the DCIA, the project may impact routes typically followed for funeral processions during construction.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><b>Recommendation</b></p> <p>The NCDOT Project Manager should ensure that access is maintained, impacts to operations at community resources are minimized during construction, and that the design does not limit permanent access at these facilities.</p> <p>The NCDOT Project Manager should coordinate with the nearby funeral homes and cemeteries regarding the anticipated construction schedule pertaining to construction-related road closures, detours, or lane reductions, to allow those businesses time to plan revised routes for funeral processions.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><b>COMMUNITY COHESION</b></p> <p><b>Presence</b></p> <p><i>Were any specific signs or indicators of community cohesion observed / found within the Direct Community Impact Area?</i></p> <p>While the majority of the project corridor (Madison Boulevard) is commercial, the central business district and Roxboro Commercial Historic District is a residentially and economically stable downtown area with a “small-town” feel. Its presence, as well as historic and mainstreet designations, is indicative of a community with great pride in its history, preservation, and revitalization.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><b>Impacts</b></p> <p><i>Is the project likely to alter the overall functioning of an identifiable district (e.g. interactions between, or isolation of, persons and groups; or change in the physical makeup of the community)? Is the project likely to disrupt connections between neighborhoods and commercial, recreational, institutional and employment facilities and/or areas?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO



<p><u>Recommendation</u></p>	<p><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO</p>
<p><b>COMMUNITY HEALTH AND SAFETY</b></p> <p><u>Presence</u></p> <p><i>Are there any existing or perceived crime or safety issues in the Direct Community Impact Area, including unsafe bicycle or pedestrian facilities, inadequate lighting and/or isolated or poorly connected areas?</i></p> <p>The existing roadway does not provide safe pedestrian and bicycle access. Madison Boulevard does not currently have bicycle lanes or a complete network of continuous sidewalks. Major cross streets do not have crosswalks or pedestrian signals across Madison Boulevard.</p> <p>The Madison Boulevard project is listed as a priority in the 2011 <i>Person County and Roxboro Comprehensive Transportation Plan (CTP)</i>, which identifies 13 intersections along the project corridor as high crash locations.</p> <p>Additional residential homes can be found on side streets to Madison Boulevard and most are outside of the DCIA. The local planner for the City of Roxboro noted that “there are few well-defined crosswalks in the corridor and many see Madison Boulevard as a dividing wall between the western and eastern parts of the city because it is so dangerous to cross on foot.” She also mentioned that a Congestion Mitigation and Air Quality (CMAQ) grant for some crosswalks had been applied for but was unsure of the status of these grants. She also suggested coordinating with Person County Planning on the crosswalk. According to Person County Planning Director Lori Oakley in correspondence dated 5/16/2018 “they are not aware of a CMAQ grant but will look through the files” to see if one was submitted or granted.</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p><u>Impacts</u></p> <p><i>Is the project likely to change any existing or perceived crime or safety issues?</i></p> <p>Pedestrian and bicycle improvements and the introduction of the median will improve safety issues along the existing roadway.</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p><u>Recommendation</u></p> <p>The NCDOT Project Manager should coordinate with the City of Roxboro and Person County Planning regarding potential pedestrian and bicycle improvements to be included in the project design.</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>
<p><b>AREA/COMMUNITY CONCERNS</b></p> <p><u>Presence</u></p> <p><i>Are there any known community concerns or controversy relative to the project? If concerns were voiced during Public Involvement activities, please attach the relevant comment sheets or meeting comment summary in the Appendix.</i></p> <p>Public meetings were held in 2010 and 2011 as part of the development of the comprehensive plan update. At these meetings, the objectives and visions for the Madison Boulevard were discussed. A document titled Madison Boulevard Problem Summary (see Appendix E) encourages the public to get involved in the design of the roadway and take the opportunity to think about how the community wants the roadway to function and accommodate users.</p> <p>In these previous meetings, local businesses have expressed concern regarding the potential right-of-way impacts and access changes to their establishments, possibly occurring from the introduction of a median to the roadway.</p> <p>In addition, the local planner for the City of Roxboro also noted in the Local Official Input Form that “City staff has concern with the redirection of traffic to side streets as most of these are residential neighborhoods, ill-equipped to handle large amounts of traffic, especially large truck traffic. Of major concern is the ‘Uptown district.’ Main Street runs parallel to 501 to the east. Vehicles often use Main Street as a detour to the Boulevard stoplights, which has caused an increased concern with pedestrian safety in the walkable Uptown corridor.</p> <p>The local paper in Person County (<i>The Courier Times</i>) also ran two articles in July and August of 2017 when the U-5969 project received funding. The articles provided a description of the project and discussed the safety benefits of the project and the access concerns expressed by</p>	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p>



<p>business owners. The articles discussed the public involvement opportunities that would be provided during the planning and design process and the desire to have citizens and stakeholders involved. These articles can also be found in Appendix E.</p>		
<p><b>Impacts</b>  <i>Is the project likely to be incompatible with or not address community concerns?</i></p> <p>While local plans call for the upgrade and conversion of this roadway with a median and pedestrian and bicycle improvements, the community has expressed concerns regarding the right-of-way impacts and access issues that would result from the upgrade and introduction of a median.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<p><b>Recommendation</b>            The NCDOT Project Manager should coordinate with NCDOT Public Involvement to conduct public involvement outreach that incorporates the necessary local stakeholders and is in accordance with all necessary FHWA and NCDOT guidelines.</p>		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><b>OTHER IMPACTS</b>  <i>Are there any other potential impacts associated with the project?</i></p>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p><b>Recommendation</b></p>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p><b>RECURRING EFFECTS</b>  <b>Impacts</b>  <i>Is the project likely to result in recurring effects on any populations and communities within the Direct Community Impact Area?</i></p>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p><b>Recommendation</b></p>		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p><b>ENVIRONMENTAL JUSTICE (EJ) AND TITLE VI POPULATIONS</b>  <b>Presence</b>  <i>Are there any populations living in the Demographic Study Area that meet the criteria for Environmental Justice and/or Title VI? If so, note which groups are present (check all that apply):</i>  <input checked="" type="checkbox"/> Minority   <input checked="" type="checkbox"/> Low-Income   <input checked="" type="checkbox"/> Title VI (non-EJ)</p> <p>Census data indicates a presence of minority and low-income populations meeting the criteria for Environmental Justice (EJ) within the DSA and minority and low-income communities were observed within the DCIA during the field visit.</p> <p>All six of the Census block groups within the DSA have minority populations that are ten or more percentage points higher than Person County's. Five of the six Census block groups have low-income populations that are five or more percentage points higher than Person County's.</p> <p>Field indicators for EJ population presence that were observed include mobile homes, vacant/dilapidated buildings, high pedestrian volumes, and transit service. In addition, the local planner for the City of Roxboro noted that there are low-income residents within the vicinity of the project that travel by foot, scooter, and wheelchairs. The local planner also stated that many low-income and minority residents along the corridor utilize the Person Area Transit System (PATs) buses and that "approximately 20% of the City's population does not have a car and pedestrian access is a great concern to these residents". Census data shows a similar percentage of the households within the DSA (21.5%) do not have access to a vehicle. While Title VI populations were not observed during the field visit, the local planner indicated that handicap residents are present and the county's social service programs are located at</p>		<input type="checkbox"/> <b>Not present</b> according to Census data and observation/local input <input type="checkbox"/> <b>Present;</b> Census data indicates presence but there is no observation/local input to confirm <input type="checkbox"/> <b>Present;</b> Census data does not indicate presence but communities were observed <input checked="" type="checkbox"/> <b>Present</b> according to Census and communities were observed



<p>the Person County Human Services building within the DCIA. The project includes pedestrian improvements that will be compliant with Americans with Disabilities (ADA) guidelines. Census data, field observations, and information provided by the local planner indicate a notable EJ and Title VI presence within the DSA.</p>	
<p><b>Impacts</b> <i>Is the project likely to have a disproportionately high and adverse impact, including denial of benefits, on identified Environmental Justice and/or Title VI populations in the Direct Community Impact Area?</i></p>	<p><input type="checkbox"/> <b>No impacts;</b> no EJ or Title VI population present  <input checked="" type="checkbox"/> <b>No impacts;</b> EJ and/or Title VI population present  <input type="checkbox"/> <b>Community Impacts;</b> no EJ or Title VI population present  <input type="checkbox"/> <b>Impacts;</b> EJ and/or Title VI population present; “No” finding  <input type="checkbox"/> <b>Impacts;</b> EJ and/or Title VI population present; “Yes” finding</p>
<p><b>Recommendation</b></p>	<p><input type="checkbox"/> YES  <input checked="" type="checkbox"/> NO</p>
<p><b>LIMITED ENGLISH PROFICIENCY [LEP] OR LANGUAGE ASSISTANCE [LA] POPULATIONS</b> <b>Presence</b> <i>Are there any populations living in the Demographic Study Area that meet the criteria for Limited English Proficiency? Are there any populations within the Demographic Study Area that do not meet the LEP threshold but do meet the criteria for Language Assistance?</i></p> <p>Census data does not indicate Limited English Proficiency (LEP) populations meeting the U.S. Department of Justice LEP Safe Harbor threshold, but does indicate a Spanish language-speaking population exceeding 50 persons within the Demographic Study Area that may require language assistance. Census 9204, Block Group 1 contains 84 individuals who speak English less than very well.</p>	<p><input type="checkbox"/> <b>No LEP or LA</b>  <input checked="" type="checkbox"/> <b>No LEP, but LA population is present</b>  <input type="checkbox"/> <b>LEP population present</b>  <input type="checkbox"/> <b>[and LA population present]</b></p>
<p><b>Recommendation</b> Because notable Spanish language-speaking populations requiring language assistance are located within the DCIA, the NCDOT Project Manager should consult with NCDOT Public Involvement to determine appropriate measures assuring meaningful public involvement to satisfy the requirements of Executive Order 12898.</p>	<p><input checked="" type="checkbox"/> YES  <input type="checkbox"/> NO</p>

**ADDITIONAL COMMUNITY CHARACTERISTICS**

<p><b>NOTABLE POPULATION GROWTH OR DECLINE</b> <b>Presence</b> <i>Has the DSA experienced notable population growth or decline in recent years? If the average annualized DSA population growth is higher than 1.5%, note the growth in the county and how it compares.</i></p> <p><input checked="" type="checkbox"/> Decline    <input type="checkbox"/> Greater than 1.5% annual growth (in DSA)</p> <p>The population of the Demographic Study area (DSA) decreased 3.7% from 2000 to 2010 with a population loss of 255 individuals during this time and an annualized growth rate of -0.4%. The overall population of Person County has increased 10.8% from 2000 to 2010 with an annualized growth rate of 1.0%.</p> <p>Several of the businesses along Madison Boulevard occupy structures that appear to have been residential at one time. The conversion of residential homes along the roadway to commercial businesses could explain the decrease in population within the DSA. According to the local planner for the City of Roxboro “Some of the properties have been sold for commercial use” and “others are now on a list of minimum housing cases”. There are a few residential structures located along Madison Boulevard that are located very close to the roadway as a result of the previous widening of Madison Boulevard. Proximity of these residential structures to the roadway have made them undesirable for residential uses and several appear to be vacant.</p>	<p><input checked="" type="checkbox"/> YES  <input type="checkbox"/> NO</p>
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<p>Residential uses along the roadway have decreased as the roadway has transformed into a commercial boulevard.</p>	
<p><b>STIP PROJECTS</b>  <u>Presence</u>  <i>Are there any reasonably foreseeable STIP projects within 3 miles of this project and/or that have the potential to affect or be affected by this project?</i></p> <p>Project R-2241 to the north of U-5969 has been partially completed. R-2241A widened the two-lane section of US 501 to a divided 4-lane section to from NC 49 to SR 1521 (Halifax Road). R-2241B&amp;C are unfunded at this time, but will widen the roadway from SR 1521 (Halifax Road) to the Virginia state line.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><b>TRAFFIC GENERATING FACILITY OR NODE</b>  <u>Presence</u>  <i>Is there a node or facility that generates a notable level of vehicular or pedestrian traffic in the Direct Community Impact Area?</i></p> <p>As noted, the project corridor is heavily developed with multiple commercial uses and community facilities. The resources detailed in Community Resources and Business and Economic Resources are likely to be the highest traffic generators. However, a traffic study and memo (U-5969 Traffic Operations Technical Memorandum) is being prepared that will review existing traffic patterns and examine trip generators and key driveway locations. This study will detail the traffic generating facilities along the project corridor and will be used to develop project alternatives and proposed design.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

**ADDITIONAL RECOMMENDATIONS**

<p><b>EVALUATE ALTERNATIVE(S) THAT UTILIZE A TEMPORARY ON-SITE DETOUR</b></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p><b>EVALUATE ALTERNATIVE CONSTRUCTION WORK SCHEDULES</b>          The NCDOT Project Manager should evaluate the inclusion of time of day traffic control measures during construction to minimize impacts to school transportation. A local transportation official indicated that peak bus/carpool/pedestrian traffic hours occur at around 7:45 AM and 3:00 PM. A local planner also requested that construction schedules accommodate the 4<sup>th</sup> of July activities that take place at the Person County High School.</p>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<p><b>OTHER RECOMMENDATIONS</b></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

*Indirect and Cumulative Effects [Transportation Impact-Causing Activities (TICAs)]*

<p><b>TRAVEL TIMES</b>  <i>Will the project result in travel time savings of more than one minute?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p><b>NEW NETWORK CONNECTIONS</b>  <i>Will the project permanently add to the existing road network (i.e. new connections, intersection-to-interchange conversions or service roads)?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p><b>PROPERTY ACCESS</b>  <i>Will the project provide new or expanded access to properties?</i></p>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO



<p><b>CREATION OF ACTIVITY CENTERS</b>  <i>Will the project open areas for concentrated, moderate to high intensity land development or redevelopment?</i></p>	<p><input type="checkbox"/> YES  <input checked="" type="checkbox"/> NO</p>
<p><b>TICA SUMMARY</b>  <i>Will the project result in one or more transportation impact-causing activities?</i></p>	<p><input checked="" type="checkbox"/> Absence of TICAs  <input type="checkbox"/> Presence of TICAs</p>
<p><b>INDIRECT AND CUMULATIVE EFFECTS STATEMENT</b>  <i>Will the project require completion of the ICE screening tool?</i></p> <p>The project will not alter travel patterns, reduce travel time, affect access to properties in the area, or open areas for development or redevelopment. Due to its minimal transportation impact-causing activities, this project will neither influence nearby land uses nor stimulate growth. Therefore, a detailed indirect and cumulative effects study will not be necessary.</p>	<p><input type="checkbox"/> YES  <input checked="" type="checkbox"/> NO</p>

**SOURCES**

Bowes, Carol. Local Schools Input Form: Person County Schools. 3/22/2018.

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## APPENDIX ITEMS

A. Summary of Demographics Used in Tabular Form

B. Site Photographs

C. Local Official Input Forms

D. Health Indicators Table

E. Other Information

F. Other Supplemental Information



## **APPENDIX A: SUMMARY OF DEMOGRAPHICS USED IN TABULAR FORM**

### Minority

Geography	Total Population	White, Non-Hispanic		Minority Population*	
		#	%	#	%
CT 9203, BG 1	1,166	656	56.3%	510	43.7%
CT 9203, BG 2	1,571	228	14.5%	1,343	85.5%
CT 9203, BG 4	1,141	413	36.2%	728	63.8%
CT 9204, BG 1	859	424	49.4%	435	50.6%
CT 9204, BG 2	854	186	21.8%	668	78.2%
CT 9204, BG 3	1,107	611	55.2%	496	44.8%
<b>DSA</b>	<b>6,698</b>	<b>2,518</b>	<b>37.6%</b>	<b>4,180</b>	<b>62.4%</b>
<b>Person County</b>	<b>39,262</b>	<b>26,061</b>	<b>66.4%</b>	<b>13,201</b>	<b>33.6%</b>

\* Minority population includes all races that are Non-White and Hispanic populations that are also White.

Source: US Census Bureau, American Community Survey 5-year Estimates (2011-2015), Table B03002, "Hispanic or Latino Origin by Race."

### Race

Geography	Total Population	White		Black or African American		American Indian and Alaska Native Alone		Asian		Native Hawaiian/Pacific Islander		Some Other Race		Two or More Races		Total Non-White	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
CT 9203, BG 1	1,166	736	63.1%	302	25.9%	-	0.0%	-	0.0%	-	0.0%	128	11.0%	-	0.0%	430	36.9%
CT 9203, BG 2	1,571	282	18.0%	1,052	67.0%	188	12.0%	-	0.0%	-	0.0%	49	3.1%	-	0.0%	1,289	82.0%
CT 9203, BG 4	1,141	435	38.1%	694	60.8%	6	0.5%	6	0.5%	-	0.0%	-	0.0%	-	0.0%	706	61.9%
CT 9204, BG 1	859	424	49.4%	299	34.8%	52	6.1%	-	0.0%	-	0.0%	84	9.8%	-	0.0%	435	50.6%
CT 9204, BG 2	854	305	35.7%	464	54.3%	-	0.0%	-	0.0%	-	0.0%	18	2.1%	67	7.8%	549	64.3%
CT 9204, BG 3	1,107	626	56.5%	455	41.1%	15	1.4%	11	1.0%	-	0.0%	-	0.0%	-	0.0%	481	43.5%
<b>DSA</b>	<b>6,698</b>	<b>2,808</b>	<b>41.9%</b>	<b>3,266</b>	<b>48.8%</b>	<b>261</b>	<b>3.9%</b>	<b>17</b>	<b>0.3%</b>	<b>-</b>	<b>0.0%</b>	<b>279</b>	<b>4.2%</b>	<b>67</b>	<b>1.0%</b>	<b>3,890</b>	<b>58.1%</b>
<b>Person County</b>	<b>39,262</b>	<b>26,999</b>	<b>68.8%</b>	<b>10,749</b>	<b>27.4%</b>	<b>378</b>	<b>1.0%</b>	<b>169</b>	<b>0.4%</b>	<b>-</b>	<b>0.0%</b>	<b>602</b>	<b>1.5%</b>	<b>365</b>	<b>0.9%</b>	<b>12,263</b>	<b>31.2%</b>

Source: US Census Bureau, American Community Survey 5-year Estimates (2011-2015), Table B02001, "Race."



Hispanic or Latino Population

Hispanic or Latino Origin	Total Population	Hispanic		Not Hispanic	
		#	%	#	%
CT 9203, BG 1	1,166	208	17.8%	958	82.2%
CT 9203, BG 2	1,571	169	10.8%	1,402	89.2%
CT 9203, BG 4	1,141	22	1.9%	1,119	98.1%
CT 9204, BG 1	859	84	9.8%	775	90.2%
CT 9204, BG 2	854	137	16.0%	717	84.0%
CT 9204, BG 3	1,107	15	1.4%	1,092	98.6%
<b>DSA</b>	<b>6,698</b>	<b>635</b>	<b>9.5%</b>	<b>6,063</b>	<b>90.5%</b>
<b>Person County</b>	<b>39,262</b>	<b>1,654</b>	<b>4.2%</b>	<b>37,608</b>	<b>95.8%</b>

Source: US Census Bureau, American Community Survey 5-year Estimates (2011-2015), Table B03002, "Hispanic or Latino Origin by Race."

Poverty

Poverty	Total Population for whom Poverty Status is Determined	Below Poverty Level		Very Poor: Under 50% of Poverty Level		Near Poor: Between 100% and 149% of Poverty Level	
		#	%	#	%	#	%
CT 9203, BG 1	1,068	559	52.3%	48	4.5%	314	29.4%
CT 9203, BG 2	1,571	939	59.8%	715	45.5%	381	24.3%
CT 9203, BG 4	1,005	549	54.6%	33	3.3%	91	9.1%
CT 9204, BG 1	859	307	35.7%	85	9.9%	51	5.9%
CT 9204, BG 2	854	194	22.7%	136	15.9%	86	10.1%
CT 9204, BG 3	1,107	294	26.6%	110	9.9%	100	9.0%
<b>DSA</b>	<b>6,464</b>	<b>2,842</b>	<b>44.0%</b>	<b>1,127</b>	<b>17.4%</b>	<b>1,023</b>	<b>15.8%</b>
<b>Person County</b>	<b>38,780</b>	<b>7,708</b>	<b>19.9%</b>	<b>3,280</b>	<b>8.5%</b>	<b>4,235</b>	<b>10.9%</b>

Source: US Census Bureau, American Community Survey 5-year Estimates (2011-2015), Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."



Zero-Car Households

Geography	Total Households	No Vehicle Available		One Vehicle Available		Two or More Vehicles Available	
		#	%	#	%	#	%
CT 9203, BG 1	484	59	12.2%	267	55.2%	158	32.6%
CT 9203, BG 2	617	170	27.6%	210	34.0%	237	38.4%
CT 9203, BG 4	430	136	31.6%	168	39.1%	126	29.3%
CT 9204, BG 1	355	56	15.8%	173	48.7%	126	35.5%
CT 9204, BG 2	295	56	19.0%	69	23.4%	170	57.6%
CT 9204, BG 3	556	111	20.0%	182	32.7%	263	47.3%
<b>DSA</b>	<b>2,737</b>	<b>588</b>	<b>21.5%</b>	<b>1,069</b>	<b>39.1%</b>	<b>1,080</b>	<b>39.5%</b>
<b>Person County</b>	<b>15,383</b>	<b>1,238</b>	<b>8.0%</b>	<b>4,378</b>	<b>28.5%</b>	<b>9,767</b>	<b>63.5%</b>

Source: US Census Bureau, American Community Survey 5-year Estimates (2011-2015), Table B25044, "Tenure by Vehicles Available."

Limited English Proficiency

Geography	Total Adult Population, 18 years and older	Primary Language Group of Persons Who Speak English Less than Very Well							
		Spanish		Other Indo-Euro		Asian/Pacific		Other	
		#	%	#	%	#	%	#	%
CT 9203, BG 1	1,099	24	2.2%	-	0.0%	-	0.0%	-	0.0%
CT 9203, BG 2	844	49	5.8%	-	0.0%	-	0.0%	-	0.0%
CT 9203, BG 4	851	11	1.3%	-	0.0%	-	0.0%	-	0.0%
CT 9204, BG 1	709	84	11.8%	-	0.0%	-	0.0%	-	0.0%
CT 9204, BG 2	685	-	0.0%	-	0.0%	-	0.0%	-	0.0%
CT 9204, BG 3	973	-	0.0%	6	0.6%	-	0.0%	-	0.0%
<b>DSA</b>	<b>5,161</b>	<b>168</b>	<b>3.3%</b>	<b>6</b>	<b>0.1%</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>0.0%</b>

Source: US Census Bureau, American Community Survey 5-year Estimates (2011-2015), Table B16004, "Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over."

Population Change, 2000 to 2010



<b>Geography 2010</b>	<b>Census 2000 Population</b>	<b>Census 2010 Population</b>	<b>Difference</b>	<b>Percent Change</b>	<b>Annualized Growth Rate</b>
CT 9203, BG 1	1,488	1,307	(181)	-12.2%	-1.3%
CT 9203, BG 2	1,478	1,558	80	5.4%	0.5%
CT 9203, BG 4	1,085	971	(114)	-10.5%	-1.1%
CT 9204, BG 1	780	693	(87)	-11.1%	-1.2%
CT 9204, BG 2	806	815	9	1.1%	0.1%
CT 9204, BG 3	1,305	1,343	38	2.9%	0.3%
<b>DSA</b>	<b>6,942</b>	<b>6,687</b>	<b>(255)</b>	<b>-3.7%</b>	<b>-0.4%</b>
<b>Person County</b>	<b>35,623</b>	<b>39,464</b>	<b>3,841</b>	<b>10.8%</b>	<b>1.0%</b>
<b>North Carolina</b>	<b>8,049,313</b>	<b>9,535,483</b>	<b>1,486,170</b>	<b>18.5%</b>	<b>1.7%</b>

Source: Minnesota Population Center. National Historical Geographic Information System: Version 11.0 [Database]. Minneapolis: University of Minnesota. 2016. <http://doi.org/10.18128/D050.V11.0>. Census 2000/Census 2010 Time Series Tables Geographically Standardized



## **APPENDIX B: SITE PHOTOGRAPHS**



**Figure 1:** Madison Blvd. at Long Ave.



**Figure 2:** Madison Blvd. at Main St.



**Figure 3:** Intersection of Madison Blvd. and US 158



**Figure 4:** Pedestrian on worn path along Madison Blvd.



**Figure 5:** Pedestrian crossing Madison Blvd.



**Figure 6:** Fire Station 2



**Figure 7:** Famers Market



**Figure 8:** Vacant houses along Madison Blvd.



**Figure 9:** Person Co. Human Services



**Figure 10:** PATS buses at Persons Co. Building



**Figure 11:** Roxboro Presbyterian Church



**Figure 12:** Downtown Historic Roxboro

**APPENDIX C: LOCAL OFFICIAL INPUT FORMS****LOCAL EMS**

Name:	Doug Young	
Title:	Director	
Agency:	Person County EMS	
Phone:	336-597-0545	
Email:	dyoung@personcounty.net	
FIRST CONTACT DATE	METHOD(S)	RESULT
3/21/2018	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on (3/27/2018) <input type="checkbox"/> Interview <input type="checkbox"/> No response

Name:	Keith Torain	
Title:	Fire Chief	
Agency:	City of Roxboro Fire Dept.	
Phone:	336-599-9222	
Email:	ktorain@cityoroxboro.com	
FIRST CONTACT DATE	METHOD(S)	RESULT
4/26/2018	<input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Phone <input type="checkbox"/> In-person	<input type="checkbox"/> Form returned <input checked="" type="checkbox"/> Interview on (5/8/2018) <input type="checkbox"/> No response

Name:	David Hess	
Title:	Police Chief	
Agency:	City of Roxboro Police Dept.	
Phone:	336-599-8345	
Email:	ktorain@cityofroxboro.com	
FIRST CONTACT DATE	METHOD(S)	RESULT
4/26/2018 email 5/7/2018 phone 5/8/2018 phone	<input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Phone <input type="checkbox"/> In-person	<input type="checkbox"/> Form returned <input type="checkbox"/> Interview <input checked="" type="checkbox"/> No response Comments: Sent one email and left two voicemail messages.



LOCAL PLANNER

Name:	Lori Oakley	
Title:	Director	
Agency:	Person County Planning and Zoning	
Phone:	336-597-1750	
Email:	loakley@personcounty.net	
FIRST CONTACT DATE	METHOD(S)	RESULT
3/21/2018	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on (4/19/2018) <input type="checkbox"/> Interview <input type="checkbox"/> No response

Name:	Lauren Johnson	
Title:	Director	
Agency:	City of Roxboro Planning and Development	
Phone:	336-322-6018	
Email:	lwjohnson@cityofroxboro.com	
FIRST CONTACT DATE	METHOD(S)	RESULT
4/13/2018	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on (5/1/2018) <input type="checkbox"/> Interview <input type="checkbox"/> No response

LOCAL SCHOOLS

Name:	Carol Bowes	
Title:	Director of Transportation	
Agency:	Person County Schools	
Phone:	336-599-5672	
Email:	bowesc@personk12.nc.us	
FIRST CONTACT DATE	METHOD	RESULT
3/21/2018	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone <input type="checkbox"/> In-person	<input checked="" type="checkbox"/> Form returned on (3/22/2018) <input type="checkbox"/> Interview <input type="checkbox"/> No response



## Local EMS Input Form

**NC Department of Transportation Community Studies Group, Human Environment Section**  
**Local EMS Input Form for**  
**STIP Project U-5969 COMMUNITY CHARACTERISTICS REPORT & COMMUNITY IMPACT**  
**ASSESSMENT**

### Contact Information

Interviewee Name: **Douglas Young**

Date: **03/21/2018**

Title/Position: **Emergency Services Director/EM Coordinator**

Phone Number: **336-597-0545**

Organization/Agency: **Person County EMS**

Email: **dyoung@personcounty.net**

Completed Via:  Email  Phone

### Interview Information/Instructions

*If completed by email:*

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to [stephanie.gallagher@atkinsglobal.com](mailto:stephanie.gallagher@atkinsglobal.com). Please return this form by Friday, March 30<sup>th</sup>, 2018. If you would prefer to complete a hard copy of this form, please send all sheets to the address or fax number below:

**Stephanie Gallagher**

Atkins

5600 Seventy-Seven Center Drive, Suite 340, Charlotte, NC 28217

Phone: (704)665-4413 Fax: (704)525-2838

### Project Information

At the request of the Kerr-Tar Rural Planning Organization, the North Carolina Department of Transportation (NCDOT) proposes to convert US 501 (Madison Boulevard) from a 5-lane undivided roadway to a 4-lane median divided roadway from south of US 158 to North Main Street in Person County.



For all applicable questions, please provide a detailed explanation of your response in the field provided.	Check if item is applicable
1. Are there any concerns related to EMS services for this project? Please be as specific as possible (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service). Madison Boulevard is often our main thoroughfare for EMS response. Dependent upon lane reduction and/or closings this could delay our response time.	<input checked="" type="checkbox"/>
2. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? As long as we are notified in advance of any detours there should be little impact to our services.	<input checked="" type="checkbox"/>
3. Are there any future time periods or events that you know of where bridge or road closure or reduction in number of lanes for construction would be of particular concern? Afternoon traffic, especially Fridays, could be difficult to navigate if there are lane reductions or closures.	<input checked="" type="checkbox"/>
4. Rate the overall impact on emergency services if the bridge or roadway were closed or at reduced capacity for up to a year: <input type="checkbox"/> No Impact <input checked="" type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact	
5. Are road names referenced by the names locals would use? yes	<input type="checkbox"/>
6. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? Roxboro Fire Department, Roxboro Police Department	<input checked="" type="checkbox"/>
7. Do you have any other concerns regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible. No as long as we are given some advanced notice of closures or lane reductions.	<input checked="" type="checkbox"/>



## Local EMS Input Form

STIP U-5969 □ Roxboro, Person County □ COMMUNITY CHARACTERISTICS REPORT □ April 26, 2018 □ page 1

**NC Department of Transportation Community Studies Group, Human Environment Section  
Local EMS Input Form for  
STIP Project U-5969 COMMUNITY CHARACTERISTICS REPORT & COMMUNITY IMPACT  
ASSESSMENT**

**Contact Information**

Interviewee Name: **Chief Kenneth Torain** Date: **04/26/2018**  
 Title/Position: **Fire Chief** Phone Number: 336-599-9222  
 Organization/Agency: **City of Roxboro Fire Dept.**  
 Email: [ktorain@cityofroxboro.com](mailto:ktorain@cityofroxboro.com) Completed Via:  Email  Phone

**Interview Information/Instructions**

*If completed by email:*

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to [stephanie.gallagher@atkinsglobal.com](mailto:stephanie.gallagher@atkinsglobal.com). Please return this form by Friday, May 4<sup>th</sup>, 2018, if possible. If you would prefer to complete a hard copy of this form, please send all sheets to the address or fax number below:

**Stephanie Gallagher**  
 Atkins  
 5600 Seventy-Seven Center Drive, Suite 340, Charlotte, NC 28217  
 Phone: (704)665-4413 Fax: (704)525-2838

**Project Information**

At the request of the Kerr-Tar Rural Planning Organization, the North Carolina Department of Transportation (NCDOT) proposes to convert US 501 (Madison Boulevard) from a 5-lane undivided roadway to a 4-lane median divided roadway from south of US 158 to North Main Street in Roxboro, Person County.



For all applicable questions, please provide a detailed explanation of your response in the field provided.	Check if item is applicable
1. Are there any concerns related to EMS services for this project? Please be as specific as possible (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service). I spoke with Chief Torain on May 8, 2018. He said that he was aware of the project and they have had discussions internally regarding the impacts to the fire department. They are concerned that the roadway improvements may restrict access of the trucks (especially the large ladder truck) from turning across the roadway and into businesses when responding to a fire or emergency.	<input checked="" type="checkbox"/>
2. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?	<input type="checkbox"/>
3. Are there any future time periods or events that you know of where bridge or road closure or reduction in number of lanes for construction would be of particular concern?	<input type="checkbox"/>
4. Rate the overall impact on emergency services if the bridge or roadway were closed or at reduced capacity for up to a year: <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact	
5. Are road names referenced by the names locals would use?	<input type="checkbox"/>
6. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?	<input type="checkbox"/>
7. Do you have any other concerns regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible. The main concern is design of the roadway and restriction of turns for the fire trucks.	<input checked="" type="checkbox"/>



## Local Planner Input Form

<b>NC Department of Transportation Community Studies Group, Human Environment Section</b> <b>Local Planner Input Form for</b> <b>STIP Project U-5969 COMMUNITY CHARACTERISTICS REPORT &amp; COMMUNITY IMPACT ASSESSMENT</b>	
<b>Contact Information</b>	
Interviewee Name: <b>Lori Oakley</b> Title/Position: <b>Director</b> Organization/Agency: <b>Person County Planning and Zoning</b> Email: <b>loakley@personcounty.net</b>	Date: <b>03/21/2018</b> Phone Number: <b>336-597-1750</b> Completed Via: <input checked="" type="checkbox"/> Email <input type="checkbox"/> Phone
<b>Interview Information/Instructions</b>	
<p><i>If completed by email:</i></p> <p>Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the <b>Save As</b> command) this file with a new file name for your records and e-mail the <b>new</b> file back to <a href="mailto:stephanie.gallagher@atkinsglobal.com">stephanie.gallagher@atkinsglobal.com</a>. Please return this form by Friday, March 30<sup>th</sup>, 2018. If you would prefer to complete a hard copy of this form, please send all sheets to the address or fax number below:</p> <p><b>Stephanie Gallagher</b>                      Atkins                      5600 Seventy-Seven Center Drive, Suite 340, Charlotte, NC 28217                      Phone: (704)665-4413 Fax: (704)525-2838</p>	
<b>Project Information</b>	
<p>At the request of the Kerr-Tar Rural Planning Organization, the North Carolina Department of Transportation (NCDOT) proposes to convert US 501 (Madison Boulevard) from a 5-lane undivided roadway to a 4-lane median divided roadway from south of US 158 to North Main Street in Person County.</p>	



Check those questions that apply and provide a detailed explanation of your response in the field provided.	Check if item is applicable
<b>Growth and Development</b>	
1. Are there any known plans for development in the vicinity of the project? The project lies within the City's jurisdiction.	<input type="checkbox"/>
2. Are there any adopted plans for growth or economic development that could directly affect or be affected by this project? The Person County Comp. Transportation Plan recommends both sidewalks and bike lanes along the project corridor.	X
3. Are there plans to extend water/sewer lines or to build any new facilities, such as fire stations, schools, or other facilities, in the vicinity of the project? I am not sure as those are handled by the City of Roxboro.	<input type="checkbox"/>
4. Are there any specific business and/or economic resources present in the project area, such as business parks, distribution centers, manufacturing facilities, etc.? That is within the City of Roxboro's jurisdiction.	<input type="checkbox"/>
<b>Special Populations</b>	
5. Are you aware of any minority, low-income or limited English proficiency (LEP) populations/communities in the vicinity of the project? If so, please provide the locations of these populations in the area. <i>[If yes, proceed to Question 6. If no, skip to Question 7.]</i> No	<input type="checkbox"/>
6. Are there specific community resources or services that are used by minority, low-income or LEP populations in the vicinity of the project? How is the project likely to affect minority and low-income populations? I am not sure	<input type="checkbox"/>
7. Are there any tribal groups connected with land, religious, ethnic or other special populations with different mobility needs or outreach needs in the project area? I am not sure	<input type="checkbox"/>
8. Who should we contact to discuss outreach needs for any special populations? Please provide input on community leader contacts, media sources or other ways to reach these populations. I am not sure about community leaders. The local newspaper is the Courier Times.	<input type="checkbox"/>
<b>Access, Accessibility, and Mobility</b>	
9. Is there pedestrian or bicycle activity/traffic or transit use along the project? If so, please describe multimodal activity in the project area. Yes, I have witnessed pedestrians walking along the project corridor.	<input type="checkbox"/>
10. Are there any existing access or accessibility concerns or any barriers to non-auto travel in the area? Please consider all modes. I think there might be some topographic challenges in a few areas for possible pedestrian and/or multi modal paths.	<input checked="" type="checkbox"/>



<p>11. Are there any adopted plans for pedestrian, greenway, bicycle, or transit facilities in the area? For each plan, please provide a description of how the plan applies to the project area, the title of the plan, its year of adoption, and the current status of its implementation.</p> <p>The Comprehensive Plan for Person County and Roxboro was adopted July 2011 and it recommends both sidewalks and bike lanes along the project corridor. That section of the plan has not been implemented.</p>	<input checked="" type="checkbox"/>
<p><b>Agricultural Operations</b></p>	
<p>12. Are you aware of any active agricultural operations in the vicinity of the project? If so, please describe these operations (e.g. size, ownership, crops, years farmed, suppliers, customers, value to the community). [If yes, answer Question 12. If no, skip to Question 13.]</p> <p>No</p>	<input type="checkbox"/>
<p>13. Are farm support services—such as farm suppliers, equipment dealers, processing and storage facilities, and farmer’s markets—located in the vicinity of the project? If so, please describe these services (e.g. type, location).</p> <p>I am not sure</p>	<input type="checkbox"/>
<p>14. Does the project lie within a VAD or EVAD district, or are you aware of any land with other farmland protections (plans, tax districts or credits, trust, agricultural zoning, deed restrictions)? If so, please describe the nature and location of these areas and properties.</p> <p>I am not sure</p>	<input type="checkbox"/>
<p><b>Other Notable Features</b></p>	
<p>15. Are there any recreational properties within the project area that were purchased or improved with Land and Water Conservation Act funds?</p> <p>I am not sure</p>	<input type="checkbox"/>
<p>16. Are there any other specific notable community resources or issues in the project area? (e.g. socio-economic resources, recreational resources, community safety concerns, cohesive neighborhoods, areas in decline) If so, please describe.</p> <p>I am not sure</p>	<input type="checkbox"/>
<p><b>Detours and Closures</b></p>	
<p>17. Are there any future time periods or events that you know of where road or bridge closure or reduction in number of lanes for construction would be of particular concern?</p> <p>I am not sure</p>	<input type="checkbox"/>
<p>18. [If applicable] Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?</p> <p>I am not familiar with the proposed detour routes and I do not know what impact they would have at this time.</p>	<input type="checkbox"/>
<p>19. Rate the overall impact on/consistency with local planning objectives if the bridge or roadway were closed or at reduced capacity for up to a year:</p> <p> <input type="checkbox"/> Positive Impact                    <input type="checkbox"/> No Impact                    <input type="checkbox"/> Low Impact                    <input checked="" type="checkbox"/> Moderate Impact                    <input type="checkbox"/> High Impact             </p>	
<p><b>Closing Questions</b></p>	
<p>20. Are road names referenced by the names locals would use?</p>	<input type="checkbox"/>



<p>Yes – most individuals refer to it as Madison Blvd.</p>	
<p>21. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?</p> <p>The city staff would probably know who the local stakeholders are. I have only been in this position for a year and was not employed here when it was first presented to the public. I would like to keep the County Commissioner's, County Manager and Asst. County Manager abreast of this project.</p>	<p>X</p>
<p>22. Do you have any additional comments about this project?</p> <p>No</p>	<p><input type="checkbox"/></p>



## Local Planner Input Form

**NC Department of Transportation Community Studies Group, Human Environment Section**  
**Local Planner Input Form for**  
**STIP Project U-5969 COMMUNITY CHARACTERISTICS REPORT & COMMUNITY IMPACT**  
**ASSESSMENT**

### Contact Information

Interviewee Name: **Lauren Johnson**

Date: **04/13/2018**

Title/Position: **Planning & Development Director**

Phone Number: **336-322-6018**

Organization/Agency: **City of Roxboro**

Email: **lwjohnson@cityofroxboro.com**

Completed Via:  Email  Phone

### Interview Information/Instructions

*If completed by email:*

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to [stephanie.gallagher@atkinsglobal.com](mailto:stephanie.gallagher@atkinsglobal.com). Please return this form by Friday, April 27<sup>th</sup>, 2018. If you would prefer to complete a hard copy of this form, please send all sheets to the address or fax number below:

**Stephanie Gallagher, AICP-CEP**

Atkins

5600 Seventy-Seven Center Drive, Suite 340, Charlotte, NC 28217

Phone: (704)665-4413 Fax: (704)525-2838

### Project Information

At the request of the Kerr-Tar Rural Planning Organization, the North Carolina Department of Transportation (NCDOT) proposes to convert US 501 (Madison Boulevard) from a 5-lane undivided roadway to a 4-lane median divided roadway from south of US 158 to North Main Street in Roxboro (Person County).



Check those questions that apply and provide a detailed explanation of your response in the field provided.	Check if item is applicable
<b>Growth and Development</b>	
<p>1. Are there any known plans for development in the vicinity of the project?</p> <p>There are few commercial development plans that are still in the beginning phases. Individuals/developers that submit plans for new development along this corridor are advised of impending changes to the road structure and asked to take that into consideration with their development plans. The City of Roxboro, specifically, has no pending projects along this corridor.</p>	<input checked="" type="checkbox"/>
<p>2. Are there any adopted plans for growth or economic development that could directly affect or be affected by this project?</p>	<input type="checkbox"/>
<p>3. Are there plans to extend water/sewer lines or to build any new facilities, such as fire stations, schools, or other facilities, in the vicinity of the project?</p>	<input type="checkbox"/>
<p>4. Are there any specific business and/or economic resources present in the project area, such as business parks, distribution centers, manufacturing facilities, etc.?</p> <p>There is a funeral home located near the 158 junction of this project; Brooks &amp; White. We feel there needs to be consideration given to funeral procession routes coming and going from that location. Additionally, one of the City of Roxboro Fire Stations is located just at the end of this project near the Wal-Mart intersection. There will need to be access for their trucks to go left and right out of the facility depending on the location of the emergency. The Person County Health &amp; Human Services operations are located at 303 S Madison Blvd. This location needs to be easily accessible for the PATS vehicles that drop off citizens, as well as those walking to the facility for the services they provide. Any limitations to access of this location could provide issues.</p>	<input checked="" type="checkbox"/>
<b>Special Populations</b>	
<p>5. Are you aware of any minority, low-income or limited English proficiency (LEP) populations/communities in the vicinity of the project? If so, please provide the locations of these populations in the area. <i>[If yes, proceed to Question 6. If no, skip to Question 7.]</i></p> <p>To the east and west of this major thoroughfare are a number of low-income residents. Approximately 20% of the City's population does not own a vehicle, so pedestrian access is of great concern to these residents.</p>	<input checked="" type="checkbox"/>
<p>6. Are there specific community resources or services that are used by minority, low-income or LEP populations in the vicinity of the project? How is the project likely to affect minority and low-income populations?</p> <p>PATS (Person Area Transit System) is utilized by these populations. Changes to the routes for this program may have a major impact on minority and low-income communities.</p>	<input checked="" type="checkbox"/>



<p>7. Are there any tribal groups connected with land, religious, ethnic or other special populations with different mobility needs or outreach needs in the project area?</p>	<input type="checkbox"/>
<p>8. Who should we contact to discuss outreach needs for any special populations? Please provide input on community leader contacts, media sources or other ways to reach these populations. Community Watch groups and social media seem to be the most effective means. City staff will gladly share whatever information we can through our contacts with the community watch leaders and through our various social media and print media outlets.</p>	<input checked="" type="checkbox"/>
<p><b>Access, Accessibility, and Mobility</b></p>	
<p>9. Is there pedestrian or bicycle activity/traffic or transit use along the project? If so, please describe multimodal activity in the project area. While it is not a safe commute, there are a number of individuals in the area that will cross the Boulevard on foot. Additionally, it is not uncommon to see a lawn mower, motorized wheelchair, or scooter travel this corridor. Clearly, this is not a condoned practice, but it is a testament to the low-income status of residents in the vicinity and the need for pedestrian access to be taken into consideration.</p>	<input checked="" type="checkbox"/>
<p>10. Are there any existing access or accessibility concerns or any barriers to non-auto travel in the area? Please consider all modes. There are few well-defined crosswalks along this corridor. Many see 501 as a dividing wall between the western and eastern parts of the City because it is so dangerous to cross on foot. Many find it challenging to cross safely in a vehicle, unless at a traffic light.</p>	<input checked="" type="checkbox"/>
<p>11. Are there any adopted plans for pedestrian, greenway, bicycle, or transit facilities in the area? For each plan, please provide a description of how the plan applies to the project area, the title of the plan, its year of adoption, and the current status of its implementation. The County acquired a CMAQ grant for some crosswalks. Because of a change in staff, I am unsure of the exact status of this project and whether it was finally determined to come all the way to Madison Boulevard. An inquiry with the County Planning office may be helpful regarding this.</p>	<input checked="" type="checkbox"/>
<p>Agricultural Operations</p>	
<p>12. Are you aware of any active agricultural operations in the vicinity of the project? If so, please describe these operations (e.g. size, ownership, crops, years farmed, suppliers, customers, value to the community). [If yes, answer Question 12. If no, skip to Question 13.]</p>	<input type="checkbox"/>
<p>13. Are farm support services—such as farm suppliers, equipment dealers, processing and storage facilities, and farmer’s markets—located in the vicinity of the project? If so, please describe these services (e.g. type, location). The Person County Farmer’s market is located at 601 N Madison Boulevard. Additionally, Camp Chemical, which provides fertilizer and other chemicals to a variety of entities is located off of Hester Street.</p>	<input checked="" type="checkbox"/>
<p>14. Does the project lie within a VAD or EVAD district, or are you aware of any land with other farmland protections (plans, tax districts or credits, trust, agricultural zoning, deed restrictions)? If so, please describe the nature and location of these areas and properties.</p>	<input type="checkbox"/>



<b>Other Notable Features</b>	
15. Are there any recreational properties within the project area that were purchased or improved with Land and Water Conservation Act funds?	<input type="checkbox"/>
16. Are there any other specific notable community resources or issues in the project area? (e.g. socio-economic resources, recreational resources, community safety concerns, cohesive neighborhoods, areas in decline) If so, please describe.	<input checked="" type="checkbox"/>
<b>Detours and Closures</b>	
17. Are there any future time periods or events that you know of where road or bridge closure or reduction in number of lanes for construction would be of particular concern?  The annual 4 <sup>th</sup> of July Fireworks display takes place at Person High School each year. This is quite possibly the largest turnout of vehicles on the Boulevard at any given point of the year, <b>Reduced lanes or access during this time could cause major congestion and/or accidents.</b>	<input checked="" type="checkbox"/>
18. [If applicable] Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?  <b>City staff has concern with the redirection of traffic to side streets as most of these are residential neighborhoods, ill-equipped to handle large amounts of traffic, especially large truck traffic. Of major concern is the "Uptown district." Main Street runs parallel to 501 to the east. Vehicles often use Main Street as a detour to the Boulevard stoplights, which has caused an increased concern with pedestrian safety in the walkable Uptown corridor. Furthermore, there is a great deal of on-street parking on Lamar Street, which creates bottlenecking of vehicles as they slalom around the parked vehicles. The streets to the west of the Boulevard are less direct routes from north to south and maintain low speed limits to ensure the safety of the residents.</b>	<input checked="" type="checkbox"/>
19. Rate the overall impact on/consistency with local planning objectives if the bridge or roadway were closed or at reduced capacity for up to a year:  <input type="checkbox"/> Positive Impact <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input checked="" type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact	
<b>Closing Questions</b>	
20. Are road names referenced by the names locals would use?  For the most part, yes. 501 is often referred to as "the Boulevard" or Madison Boulevard	<input checked="" type="checkbox"/>
21. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?  <b>Please be sure to include City Staff on all correspondence. Planning staff will forward to other City officials and department heads as necessary. County Planning Director, Lori Oakley may also be a good point of contact for ensuring Person County Government remains in the loop.</b>	<input checked="" type="checkbox"/>
22. Do you have any additional comments about this project?  <b>The City of Roxboro has received numerous calls regarding concerns about this project. Citizens and business owners are very concerned about limited access points. Furthermore, due to the limited options for alternate routes, major delays on this major thoroughfare will present traffic congestion and other potential side effects throughout the core of the City.</b>	<input checked="" type="checkbox"/>



**Local Schools Input Form**

MAR-22-2018 11:43AM FROM-

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STIP U-5969 □ Person County □ COMMUNITY CHARACTERISTICS REPORT □ March 21, 2018 □ page 1

NC Department of Transportation Community Studies Group, Human Environment Section Local Schools Input Form for <b>STIP Project U-5969 COMMUNITY CHARACTERISTICS REPORT &amp; COMMUNITY IMPACT ASSESSMENT</b>	
<b>Contact Information</b>	
Interviewee Name: <b>Carol Bowes</b> Title/Position: <b>Director of Transportation</b> Organization/Agency: <b>Person County Schools</b> Email: <b>bowesc@person.k12.nc.us</b>	Date: <b>03/21/2018</b> Phone Number: <b>336-599-5672</b> Completed Via: <input type="checkbox"/> Email <input type="checkbox"/> Phone
<b>Interview Information/Instructions</b>	
<p><i>If completed by email:</i></p> <p>Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the <b>Save As</b> command) this file with a new file name for your records and e-mail the <b>new</b> file back to <a href="mailto:stephanie.gallagher@atkinsglobal.com">stephanie.gallagher@atkinsglobal.com</a>. Please return this form by Friday March 30<sup>th</sup>, 2018. If you would prefer to complete a hard copy of this form, please send all sheets to the address or fax number below:</p> <p><b>Stephanie Gallagher</b>                      Atkins                      5600 Seventy-Seven Center Drive, Suite 340, Charlotte, NC 28217                      Phone: (704)665-4413 Fax: (704)525-2838</p>	
<b>Project Information</b>	
<p>At the request of the Kerr-Tar Rural Planning Organization, the North Carolina Department of Transportation (NCDOT) proposes to convert US 501 (Madison Boulevard) from a 5-lane undivided roadway to a 4-lane median divided roadway from south of US 158 to North Main Street in Roxboro (Person County).</p>	
<b>Check all questions that apply and provide a detailed explanation of your response in the</b>	
<b>Check all that</b>	



field provided:	is applicable:
1. How many school buses travel the project location per day (total # of daily buses, total # daily of trips)? <i>47 buses X 2 times a day 4 buses X 6 = 118 daily trips</i>	<input checked="" type="checkbox"/>
2. Is the corridor used by carpool traffic or pedestrians to access local schools? If yes, please describe the location and time(s) of day. <i>Yes - AM from 7:45-8:15 Heavy School Traffic PM from 2:50-3:30 Heavy School Traffic.</i>	<input checked="" type="checkbox"/>
3. [Applicable if schools are located in or near the project area] Are there any Safe Routes to School plans in place at schools in the vicinity of the project? <i>No</i>	<input type="checkbox"/>
4. Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes or the location of resources along these routes with respect to school traffic? <i>Yes - School Buses - their length &amp; turning abilities -</i>	<input checked="" type="checkbox"/>
5. Are there any future time periods or events that you know of where bridge or road closure or reduction in number of lanes for construction would be of particular concern? <i>Every day at 7:45 AM and 3:00 pm buses heavily travel that route.</i>	<input checked="" type="checkbox"/>
6. Rate the overall impact on school transportation if the bridge or roadway were closed or at reduced capacity for up to a year: <input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input checked="" type="checkbox"/> High Impact	
7. Are road names referenced by the names locals would use? <i>Yes</i>	<input checked="" type="checkbox"/>
8. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?	<input type="checkbox"/>
9. Are there any other concerns you have regarding the potential impact of this project on school transportation services or any additional comments? Please be as specific as possible. <i>Turning lanes for S. Main &amp; Madison &amp; Carver &amp; Madison</i>	<input checked="" type="checkbox"/>



**APPENDIX D: HEALTH INDICATORS TABLE**

CHARACTERISTIC	SMALLEST DATA LEVEL	U-5969 DSA	PERSON COUNTY	NORTH CAROLINA	DATA SOURCE	NOTES
<b>Number of Pedestrian or Bicyclist Crashes in DCIA (Ped/Bike)</b>	<i>DCIA</i>	(15/5)			<a href="http://ncdot.maps.arcgis.com/home/webmap/viewer.html?">http://ncdot.maps.arcgis.com/home/webmap/viewer.html?</a>	Count the number of crashes within the DCIA from 2007-2015 using NCDOT's Bicyclist and Pedestrian Crash Map.
<b>Average Pedestrian Crash Rate</b>	<i>City</i>		41 total (0.41 rate)	2.9	<a href="http://www.pedbikeinfo.org/pbcat_nc/">http://www.pedbikeinfo.org/pbcat_nc/</a>	Crashes per 10,000 residents, avg. of 2011-2015 crash totals, 2013 pop
<b>Average Bicyclist Crash Rate</b>	<i>City</i>		5 total (0.05 rate)	1.03	<a href="http://www.pedbikeinfo.org/pbcat_nc/">http://www.pedbikeinfo.org/pbcat_nc/</a>	Crashes per 10,000 residents, avg. of 2011-2015 crash totals, 2013 pop
<b>Physical Inactivity</b>	<i>County</i>		25%	24%	<a href="http://www.countyhealthranks.org/app/north-carolina/2018/overview">http://www.countyhealthranks.org/app/north-carolina/2018/overview</a>	Percent of adults aged 20+ reporting no leisure-time physical activity, 2014
<b>Access to exercise opportunities</b>	<i>County</i>		58%	76%	<a href="http://www.countyhealthranks.org/app/north-carolina/2018/overview">http://www.countyhealthranks.org/app/north-carolina/2018/overview</a>	Percentage of individuals who reside in a census block within a half mile of a park or (urban) one mile of a rec. facility or (rural) three miles of a rec. facility, 2010 & 2016



## APPENDIX E: OTHER INFORMATION

### MADISON BOULEVARD UPDATE

There are five things to consider when thinking about the future of Madison Boulevard.

- 1.) The adopted 2011 Comprehensive Transportation Plan (CTP) specifies that Madison Boulevard from Virgilina Road/North Main Street to Golden Corral will be a 4-lane divided highway with a planted median, sidewalks and bike lanes. This is the project as it stands right now. Because funding is not readily available we have the time to fine tune the project.
- 2.) Money for new transportation projects and for maintaining the roads we have is shrinking but demand for these is growing. In North Carolina, that growth for new transportation is driven by a population that has been booming for at least the last 30 years.
- 3.) Competition for transportation funding is fierce. Person County and the City of Roxboro are competing directly with Raleigh, Durham, Cary, Wake Forest, Chapel Hill, Fayetteville, etc., for transportation funding. Funding is allocated to projects based on a quantitative data: traffic, safety, job access, cost-effectiveness, and whether or not a road is multi-modal. **The NCDOT has decided that outside the major cities, no new bypasses will be constructed in North Carolina for at least several decades.** Because the state is responsible for Madison Boulevard, state funding is still the primary source of funding for improvements.
- 4.) Traffic congestion. The road is currently near or its carrying capacity for cars and trucks. This is based on the current design of the road which requires more space between vehicles because uncontrolled intersections and continuous turn lanes increase the time needed for vehicles to stop. The design solution proposed by NCDOT increases the number of vehicles the road can carry.
- 5.) There are a lot of accidents along Madison Boulevard. Fortunately, the majority of these do not involve serious injuries but the crashes are costing the community and citizens significantly. Safety, for cars and pedestrians, is related to the design of the road and the location of driveways.

### TRANSPORTATION FUNDING



The objective is to do as much as we can for the least amount of money. The state is growing rapidly – from 6.5 million in 1990 to 9.5 million today to almost 14 million in 25 years. There is not enough revenue for NCDOT to build and maintain all the roads our state currently manages.

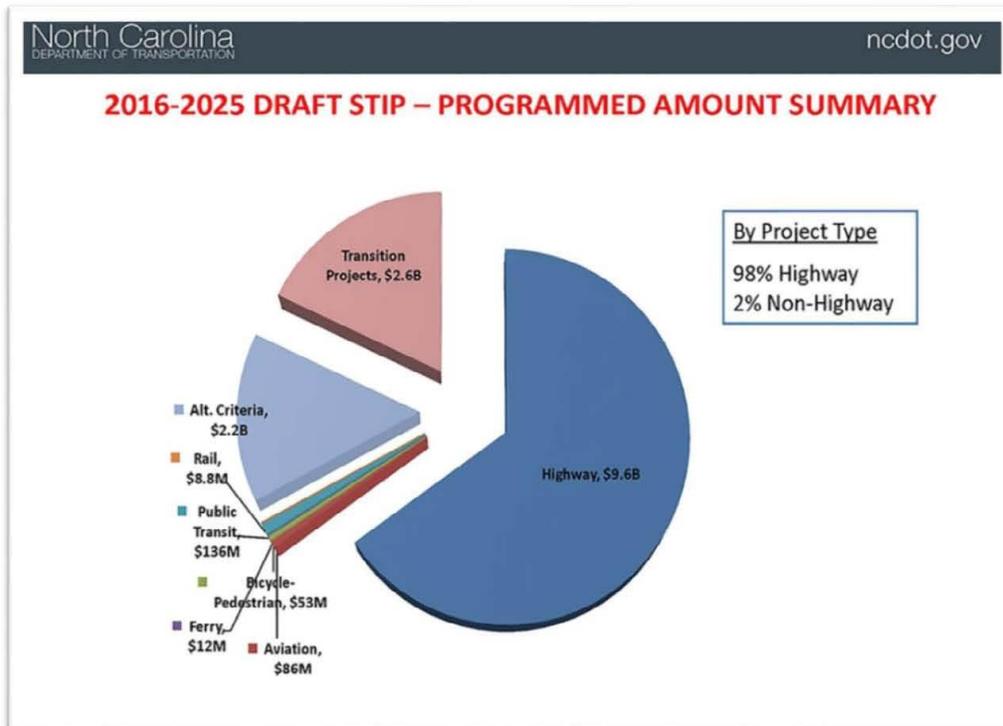
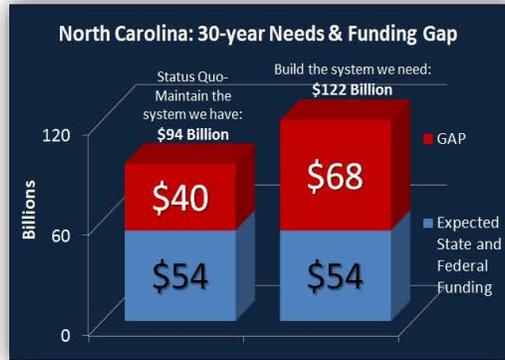
The State of North Carolina currently maintains over 3000 miles of roads; the second most state-owned road system in the country after Texas. The state took over the construction and maintenance of roads during the Great Depression when counties and towns could not afford to maintain them). The difference between the

amount of revenue collected from gas tax, road fees, vehicle registration, tolls, and Federal funding is \$40 billion less than the state needs just to maintain the network of roads we currently have.

With an additional 4.5 million people, North Carolina will need to maintain what it has and invest in the transportation infrastructure needed to move people around. Unfortunately for places like Person County and the City of Roxboro, the bulk of the state’s transportation funding for maintenance and new construction is being used by the state’s major urban centers where over 75% of the population growth in the next 25 years is expected to be concentrated.

This presents us with two options, pay for roads ourselves or, maximize the use of roads we already have by protecting them from developments that will diminish the number of cars they can handle and/or compromise public safety. Roads in cities also need to serve the nearly 40% of our population that are not able to get around in their own vehicles. These include citizens who can’t drive but still need to access stores and services.

The graph below shows how transportation funding is being distributed over the next 9 years. 98% of all transportation funding goes to roads and highways.



“Transition projects” (\$2.6 billion) are road projects that were started in the last funding cycle and would still be under construction in the 2016 – 2025 cycle.



## **SUMMARY**

What do these things mean for Madison Boulevard?

1.) We need to look closely at what we want for Madison Boulevard and if it's different from what NCDOT is proposing, we will have to ask NCDOT to approve the changes.

2.) "One size does not fit all" – Right now, the entire project, from Golden Corral to North Main Street / Virgilina Road is based on the same design: 4 lanes of traffic, a planted median, sidewalks and bike lanes. We have time to decide if this is the best solution for the entire facility, or just parts of it.

If we decide that there are parts where this solution does not work for us, we will have consider solutions to address safety, traffic flow and getting people, even those who don't own or can't operate a car, from point A to point B using Madison Boulevard.

3.) We need to look at the data for traffic and crashes and look at the solutions that have worked elsewhere. We also need to look at how to make Madison Boulevard work better for our local business owners and our citizens, potential new residents, and visitors.

4.) This is our opportunity to think about how Madison Boulevard accommodates all residents, including those who can't drive, aren't able to drive, or, who would like options to driving.

---

## **WHAT'S NEXT? WHAT CAN YOU DO?**

1.) Take a look at the CTP. The Madison Boulevard planning project grew out of the NCDOT's Person County Comprehensive Transportation Plan (CTP). The CTP was completed with the input of the public and has been approved by the state and local government and the regional transportation organization. The CTP is available for your review. A link to the document is available by clicking [here](#); or, call (336.597.1750) or email ([mciriello@personcounty.net](mailto:mciriello@personcounty.net)) us and we will email you a copy.

2.) Come to the Open Houses we will have this winter. We'll post information about these online and make announcements in the Courier Times.

3.) Call us with questions! *Ask for Mike Ciriello, PC Planning Director: 336.597.1750*



7/8/2017

**Medians coming to Madison sooner than expected**

# The Courier-Times

Your Connection to Roxboro and Person County!

BY BILL WILLCOX  
 COURIER-TIMES STAFF WRITER  
[billwillcox@roxboro-courier.com](mailto:billwillcox@roxboro-courier.com)



A DOT plan to put medians along Madison Boulevard would eliminate turn lanes drivers use to make left-hand turns on the town's major artery.  
*Johny Whitfield | courier-times*

Installation of medians on Madison Boulevard will be coming two years sooner than previously scheduled, about four years from now.

State transportation officials recently released an updated version of the state's 10-year draft transportation plan. The plan was revised based on updated revenue projections and included 144 new projects totaling \$2.5 billion. No new Person County projects were on the list, however, NCDOT sought to streamline their work by accelerating 350 projects in the plan, and this did affect a major Madison Boulevard project that covers the main commercial section.

The project covers Madison Boulevard from its intersection with US 158 north to N. Main Street, a distance of three miles. The five-lane road will be converted to a four-lane road divided by medians. In addition, there will be various intersection improvements, along with some consolidation of intersections, and filling in sidewalk gaps.

The project is in the planning and design stage, with total project cost estimated at \$32,623,000.

NCDOT Division 5 Engineer Joey Hopkins said Madison Boulevard has a history of safety problems, including how people pull in and out of driveways, and drivers turning left and using the center lane as a merge lane, which is illegal.

"The idea is to improve that section," he said, "add sidewalk and crosswalks at appropriate locations and clean up the boulevard."

In the previous transportation plan, construction was set for FY 2024, but now it has been moved up to FY 2022, with right-of-way acquisition starting in FY 2020.

Both phases are now within the five-year window of the transportation plan, meaning they are almost certainly going to happen, though final funding by the Board of Transportation won't happen until August.

"I would say they are going to happen," Hopkins said. "We will be starting project development pretty quickly."

**Public can comment**

The process will start with NCDOT officials meeting with representatives of county and city government. After that, there will be an opportunity for the public to comment on the project specifics, what they want to see and what they don't want to see.

"It is not a short process, but it is lengthy because of the laws and rules we have to follow and also the opportunities for all the stakeholders to participate," Hopkins said. "I don't want to have a project designed behind closed doors. We can't make everyone happy but we want to give everyone a chance to participate in the process so we get a good product."

One local businessman who said he will take advantage of the public comment opportunity is Larry Cole, owner of Furniture Mart and America's Mattress on Madison Boulevard.

In May 2016, he spoke before the City Council and Person Board of County of Commissioners, expressing strong concern that medians will hurt his business, and others as well, because southbound boulevard drivers will not be able to turn left into his furniture store's parking lot, but instead have to drive up to a stoplight, make a U-turn and come back.

The concept of the medians dates back to the county's Comprehensive Transportation Plan, adopted by the state, county and city in 2011. County staff worked with DOT engineers to develop solutions to the growing congestion and number of crashes on Madison Boulevard and that is how the idea of medians was first proposed.

"Too many crashes"

It is the accepted solution to the problem.

"If there are too many crashes and too much congestion, this is the solution," said Mike Ciriello, the county's planning director at the time. "It has been tried and tested. The turn lane is the problem. There is no solution that lets you keep the turn lane."

He said there was no evidence that installing medians hurts businesses and pointed to a document put out by the U.S. Department of Transportation titled "Safe Access is Good for Business."

The document cites a study that most businesses did as well or better after access management projects were completed.

Cole remained unconvinced.

"That sounds good, would look really great, but in my opinion, is very impractical," he said at the time.

He saw two problems. The first was there would be no left turns onto Madison Boulevard except at signaled intersections.

All other streets intersecting Madison Boulevard would end there and would have to turn right.

The second problem, Cole said, was that drivers on Madison Boulevard couldn't make left turns between signal lights and this was a big concern for him as a business owner.

"Someone coming from South Boston who wanted to go to my business would have to go [a half mile] up to Hardee's and make a U-turn and come back," he said. "There are no plans there for anyone to turn left and this is just not feasible."

Contacted this week, he said he will be looking for opportunities to talk the county officials in the next month or two to reiterate his concerns.

NCDOT also has a public comment period on the updated version of the document but it wraps up July 12.

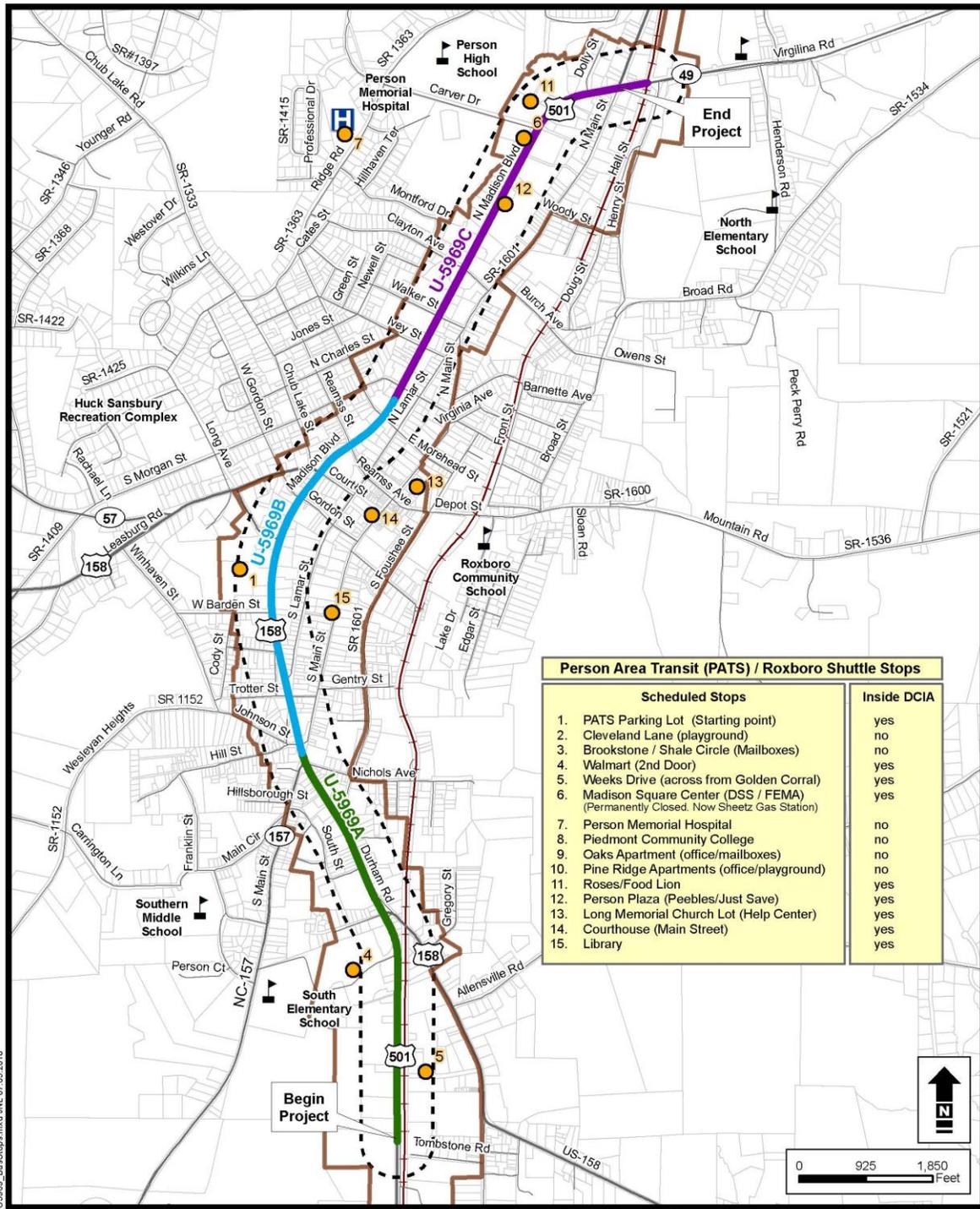
Anyone who would like to provide comments should contact Diane Wilson by email at [pdwilson1@ncdot.gov](mailto:pdwilson1@ncdot.gov) or call 919-707-6073.

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# APPENDIX F: OTHER SUPPLEMENTAL INFORMATION



U5969\_BusStops.mxd\_JNL 07.05.2018



- LEGEND**
- Shuttle Stops
  - DCIA Boundary
  - Project Study Area
  - U-5969A
  - U-5969B
  - U-5969C
  - ▲ Schools
  - H Hospital
  - + Railroad
  - Parcels

**ROXBORO SHUTTLE STOPS**  
 US 501 (Madison Boulevard)  
 STIP PROJECT U-5969  
 IN ROXBORO  
 PERSON COUNTY  
**FIGURE 4**

Source: NCDOT, Person County, NCOneMap.

