

**Draft**  
**Transportation and Connectivity Subcommittee**  
**Obey Creek Development Agreement**

- The design of the proposed bike facilities along Sumac and Market Street should be revised to include one way cycle tracks. Along Sumac the cycle tracks should extend from US15-501 to Creekside Drive. Along Market Street the cycle track on the south side should extend from US15-501 to Creekside Drive, while on the north side the cycle track should be provided along the frontage of the block that includes Building F.
- Additional detail should be provided to show access between the US15-501 bicycle/pedestrian bridge and the bicycle/pedestrian network in Obey Creek.
- If access to the bicycle/pedestrian bridge is provided by a multi-use path across Highland Park the design of the path at its intersection with Sumac Dr. should address safe integration with the proposed cycle tracks.
- The project should provide 130' of ROW along the US15-501 frontage to ensure adequate space for bus rapid transit design options.
- The proposed off road multi-use path along US15-501 should be provided to the projects northern property line.
- US15-501 should be designed as an Urban Boulevard.
- Section 5.4.A2 should include language referring to ADA regulations.
- The design of the Sumac Road and Market Street intersections should include pedestrian refuge islands along US15-501.
- The Board reaffirms its support for transit improvements.
- The location of bicycle parking should be closely coordinated with activity centers and distributed throughout the projects. Bicycle parking locations should be included in the design guidelines.
- Bicycle sharrows should be placed in the center of the lanes along local streets.
- Local streets lanes widths should be narrowed to 10' and the streets designed for a 25mph speed.
- Pedestrian cross walks should be shown throughout the project at intersections and along Creekside Drive.
- The Design Guidelines should show proposed access into parking decks.
- Section 5.4 C 2. Should be revised to require the annual collection of auto, pedestrian, bicycle and transit data through counts. This data should be used to monitor site generated traffic, pedestrian, bicycle and transit activity and adjacent transportation conditions.

- The use of funds provided by the applicant for transportation improvements should be prioritized for the following projects:
  - Dogwood Drive traffic calming
  - Restriping South Columbia/Fordham Blvd. interchange for bicycle and pedestrian safety unless restriping is included in NCDOT resurfacing projects with 12-18 month.
  - Arlen Park sidewalk construction.
  - Bennett Road sidewalk construction.
- The proposed pedestrian and bicycle crossing at Otey's Road should be constructed as part of the proposed Morgan Creek Greenway project, which includes the construction of a multi-use path from Merritt's pasture to Otey's Road.