

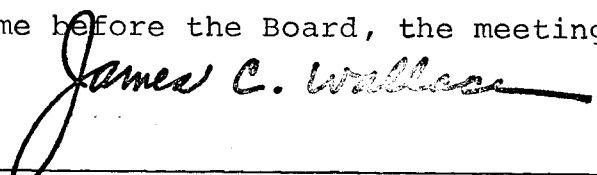
Report on Orange Comprehensive Planning Council

Alderman Howes said he had been advised that the Planning Board had not considered this item yet, and would like it to be deferred until they had discussed it.

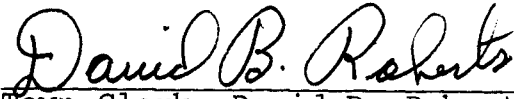
Work Sessions

The Manager had suggested a work session for November 1 to be held in the conference room. Alderman Cohen objected to a work session being set the day before election. He added that he had not been notified of the scheduling and cancelling of some work sessions. There was a discussion among the Aldermen as to items to be discussed at the work session.

There being no further business to come before the Board, the meeting was adjourned at 11:20 p.m.



Mayor James C. Wallace



Town Clerk, David B. Roberts

MINUTES OF A REGULAR MEETING OF THE MAYOR AND BOARD OF ALDERMEN
TOWN OF CHAPFL HILL, MUNICIPAL BUILDING, MONDAY, NOVEMBER 8, 1976
7:30 P.M.

Mayor Wallace called the meeting to order. Present were:

- Gerald Cohen
- Robert Epting
- Thomas Gardner
- Jonathan Howes
- Shirley Marshall
- Marvin Silver
- R. D. Smith
- Edward Vickery

Also present were Town Manager K. Jenne, Town Attorney E. Denny, and Town Clerk D. Roberts.

Petitions and Requests:

Mayor Wallace announced that the trial of Conservation Council of North Carolina, et al. v. Robert F. Froehike, et al., the B. Everett Jordan Dam case, had come to an end in the afternoon. Preparing the Findings of Fact and Conclusions of Law were now left for the attorneys and the judge would make his decision. It was also announced that the Mayor's Assistant, Ms. Claudia Cannady was ill and in the hospital. ALDERMAN MARSHALL MOVED ADOPTION OF THE FOLLOWING RESOLUTION:

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill, that the Board of Aldermen express their deep concern to Ms. Claudia Cannady for a quick recovery from her illness.

BE IT FURTHER RESOLVED that this concern be expressed with flowers to Ms. Cannady.

This the 8th day of November, 1976.

ALDERMAN GARDNER SECONDED AND THE MOTION WAS CARRIED UNANIMOUSLY.

Mayor Wallace stated he had received a letter from Ms. Susan C. Koenan, petitioning the Board to read her letter and accept it for consideration at an appropriate time. The letter stated that Ms. Koenan was aware of the opposition to the sale of her home to the Tri-Delta Sorority. She had learned that some residents had approached individual members of the Board in an attempt to influence their decision, and were attempting to organize a protest to the granting of the special use permit. She wished the Board to know there were a number of residents in the neighborhood,

who had lived there a long time, who were in favor of the sorority. Many of them had signed the letter, and several had given permission for their names to be used in the letter, but had not had time to sign it. These people wanted to see the place preserved as the Tri-Deltas would do and hoped the Board would consider their petition. ALDERMAN HOWES MOVED, SECONDED BY ALDERMAN VICKERY, TO RECEIVE THE PETITION AND PLACE IT ON A FUTURE AGENDA AT AN APPROPRIATE TIME. THE MOTION WAS CARRIED UNANIMOUSLY.

Mayor Wallace announced that he had hoped to name an ad hoc committee for the ongoing Recreation Bond issue, but had not because of shortness of time. He stated he would name one in the near future.

Alderman Cohen stated he had received a petition from Frances and Mason Merrill of Cameron Court requesting the Board to implement no parking in the morning on Cameron Court. They felt that even with no parking on one side, as is now, there is not sufficient access to their homes. ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN MARSHALL, TO REFER THE MATTER TO THE TOWN MANAGER. THE MOTION WAS CARRIED UNANIMOUSLY. Alderman Gardner stated he had received a request from the residents of Glen Burnie and Boundary Streets for no parking, and would refer the matter to the Streets Committee.

Minutes

On motion by Alderman Smith, seconded by Alderman Marshall, the minutes of the meeting of October 25, 1976 were approved as corrected.

An Ordinance to Amend and Rewrite Section 14-77, 14-78, and 14-91, Code of Ordinances, with Respect to Leave

ALDERMAN HOWES MOVED, SECONDED BY ALDERMAN GARDNER, ADOPTION OF THE FOLLOWING ORDINANCE.

AN ORDINANCE TO AMEND AND REWRITE SECTION 14-77, 14-78, AND 14-91, CODE OF ORDINANCES, TOWN OF CHAPEL HILL, WITH RESPECT TO LEAVE

BE IT ORDAINED by the Board of Aldermen of the Town of Chapel Hill:

SECTION I

That Section 14-77, Code of Ordinances, Town of Chapel Hill, is hereby amended by adding the following sentence at the end of the first paragraph thereof:

"or for illness in the employee's immediate family, which requires the care of the employee."

SECTION II

That Section 14-78, Code of Ordinances, Town of Chapel Hill is hereby amended by adding the following paragraph thereto:

"In the event an employee is absent from work due to illness of a non-catastrophic nature or due to personal injury more than five (5) days (40-hours) in excess of that earned and accrued in any twelve month period commencing with the effective date of this amendment, then and in that event such excessive absenteeism may be grounds for dismissal."

SECTION III

That Section 14-91, Code of Ordinances, Town of Chapel Hill, is hereby rewritten to read as follows:

"Funeral Leave. The Manager may grant temporary special leave, with pay, for the purposes of enabling the employee to attend a funeral. Such leave shall be limited to three (3) days in any one calendar year."

SECTION IV

This Ordinance shall be effective from and after the 9th day of November, 1976.

SECTION V

All Ordinances and portions of Ordinances in conflict herewith are hereby repealed.

This the 8th day of November, 1976.

Alderman Silver thought amending the ordinance before the policy had been discussed in a work session was acting prematurely. The manager already had administrative authority to act in the direction of the ordinance, and as a work session on personnel had been scheduled, he preferred to wait until that work session to take any action. Mr. Jenne responded that the ordinance would do two things, one, to change the special leave which had been established especially by the Board, and the other was to make sick leave consistent. He did not believe he had administrative authority to enforce the provisions of section 104. Mr. Denny explained that the current provisions providing for dismissal of an employee were difficult to enforce legally because of the wording. The ordinance adds a specific directive. Alderman Vickery agreed that Alderman Silver had a valid point, but thought the Board should take action now because of the time which might pass before the Board would take action after the work session. THE RESOLUTION WAS CARRIED BY A VOTE OF FIVE TO THREE WITH ALDERMEN COHEN, EPTING, HOWES, SMITH AND VICKERY SUPPORTING AND ALDERMEN GARDNER, MARSHALL AND SILVER OPPOSING.

Ordinance to Amend the Ordinance Concerning Appropriations and the Raising of Revenue

ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN EPTING, ADOPTION OF THE FOLLOWING ORDINANCE.

AN ORDINANCE TO AMEND THE "ORDINANCE CONCERNING APPROPRIATIONS AND THE RAISING OF REVENUE FOR THE FISCAL YEAR BEGINNING JULY 1, 1976

BE IT ORDAINED by the Board of Aldermen of the Town of Chapel Hill that the Budget Ordinance entitled "An Ordinance Concerning Appropriations and the Raising of Revenue for the Fiscal Year beginning July 1, 1976" as duly adopted on June 14, 1976 be and the same is hereby amended as follows:

ARTICLE I

	<u>Current Budget</u>	<u>Increase</u>	<u>Decrease</u>	<u>Revised Budget</u>
GENERAL FUND				
Recreation				
Administration/Facilities	102 450	15 045	-	117 495
General Recreation	126 365	3 465	-	129 830
Athletics	73 680	-	1 520	72 166
GENERAL FUND TOTAL	5 280 000	16 990	-	5 296 000
REVENUE SHARING	425 100	8 000	-	433 100
CAPITAL IMPROVEMENTS	612 440	13 220	-	625 660
HOUSING LOAN TRUST FUND	0	6 000	-	6 000

ARTICLE II

GENERAL FUND				
Revenue From Other Agencies	1 533 065	9 800	-	1 542 865
Service Charges	117 450	7 190	-	124 640
GENERAL FUND TOTAL	5 280 000	16 990	-	5 296 000
REVENUE SHARING	425 100	8 000	-	433 100
CAPITAL IMPROVEMENTS	612 440	23 000	-	635 440
HOUSING LOAN TRUST FUND	0	6 000	-	6 000

All ordinances and portions of ordinances in conflict herewith are hereby repealed.

This the 8th day of November, 1976.

Mr. Hooper explained that there were two sets of action to be considered in the ordinance. One was the set of reported actions which had been approved by the Manager, and the other was a set of recommended actions which required Board approval. Alderman Silver was concerned about the item for Recreation - Athletics. Although the item suggested all internal transfers, there was actually an increase in the budget which was not outlined. Mr. Hooper pointed out where the increase from funds provided by the County, were taken into account. Alderman Silver could not see where the disbursement of the

total \$16,000 was. Mr. Hooper tried to further clarify the expenditures which were scheduled for part-time employees and surplus. Alderman Marshall said the County Commissioners had suggested that perhaps the money allocated by the County could be used to reduce the taxes for Chapel Hill residents. She thought the question of where the money was used should be a policy question, and that the money should not be listed as increases in the budget for supplies until the Board had discussed it. Mr. Jenne explained that the additional hours provided by the County at the schools had necessitated additional supervisory personnel. Alderman Silver was still concerned that the budget was being increased instead of decreased, especially since the schools had suggested an agreement whereby school personnel would be used for supervisory personnel and not custodial supervision, thereby freeing the custodial costs, and much of the additional time is supposed to be free play time which should not need much supervision. Mr. Jenne said the program with the school had been partially implemented, but that it depended on the willingness of school personnel to supervise. Alderman Silver did not think there had been a strong effort to try to cut the budget. He wanted assurances that programs with the schools such as this would be implemented to save money. Alderman Silver added that he would like to see a breakdown of the transfer of monies in the budget. He moved to delete all items in the expenditures column regarding general recreation and athletics from the ordinance. ALDERMAN MARSHALL SECONDED. Because there was also some question on the Recreation - Administration, ALDERMAN SMITH MOVED TO DELETE THIS SECTION WITH THE OTHERS. The mover and seconder of the amendment accepted this change. Alderman Howes suggested that as most of the discussion had centered around Recreation - Athletics, that the other two items should not be deleted. THE MOTION TO DELETE THE THREE ITEMS WAS CARRIED BY A VOTE OF FIVE TO FOUR WITH ALDERMEN SMITH, GARDNER, MARSHALL AND SILVER AND MAYOR WALLACE SUPPORTING WITH ALDERMEN EPTING, COHEN, HOWES AND VICKERY OPPOSING. ALDERMAN EPTING MOVED TO REINSTATE THE ITEMS OF RECREATION - ADMINISTRATION AND RECREATION - GENERAL BACK TO THE MOTION. ALDERMAN HOWES SECONDED. Mayor Wallace then changed his vote which had the effect of defeating the motion to delete all three items. ALDERMAN EPTING MOVED TO DELETE THE ITEM ON RECREATION - ATHLETICS. ALDERMAN HOWES SECONDED. Mr. Jenne explained that the additional money used in this item was for capital improvements to be done this fall, part of which was to bring Hargraves Center up to code standards. Some of the tennis courts were to be resurfaced, and the cost was over the estimate. The amendment was adopted by a vote of five to three with Aldermen Cohen, Epting, Marshall, Silver and Vickery supporting and Aldermen Howes, Gardner and Smith opposing. Alderman Silver asked Mr. Jenne if there would be any problem with the delay on deleting any of these items. Mr. Jenne said the only difficulty would be in the resolution to come before the Board later this evening, to accept a bid on resurfacing the tennis courts. The money would soon have to be appropriated for this bid. Mayor Wallace suggested postponing further action on the motion until discussion of the acceptance of the bid for resurfacing tennis courts. Alderman Marshall requested discussion on the rest of the ordinance continue but no action be taken until the later resolution was discussed. Alderman Howes asked why the overtime was increased in the police department. Mr. Hooper explained that there had been a change in the procedures which resulted in more overtime than was budgeted. The basic change was that all officers are required to report to work fifteen minutes earlier than they go out on duty, in order to receive instructions. They had not been paid overtime for this before, but were now being paid overtime in accordance with the policy of FLSA. Alderman Cohen asked if the times could be rescheduled to avoid paying overtime. Mr. Jenne replied no. Alderman Gardner stated he thought the shifts could be rescheduled and this was an administrative problem. Alderman Epting hoped that the money could be found for this overtime by some method other than cutting other services in the Police Department. Alderman Silver asked about the funds to move supplies to Lincoln Center. Mr. Jenne explained that the County had allocated money up to \$5700 for moving the supplies, and since the cost for moving these supplies was \$4200, he was not sure that the County would give the town the whole amount of \$5700. Alderman Gardner asked what part of the resurfacing of the Kroger lot paving would be done by the Public Works Department. Mr. Hooper answered the contract approved by the Board called for Public Works to do the excavation, and the town would incur costs for the material underneath the pavement which was not sufficient. By consensus action on the ordinance was deferred until consideration of the resolution for accepting the bid on the resurfacing of the tennis courts.

Ordinance to Amend the "Ordinance Concerning Appropriations and the Raising of Revenue for the Fiscal Year Beginning July 1, 1976."

ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN HOWES, ADOPTION OF THE FOLLOWING ORDINANCE.

AN ORDINANCE TO AMEND THE "ORDINANCE CONCERNING APPROPRIATIONS AND THE RAISING OF REVENUE FOR THE FISCAL YEAR BEGINNING JULY 1, 1976"

BE IT ORDAINED by the Board of Aldermen of the Town of Chapel Hill that the Budget Ordinance entitled "An Ordinance Concerning Appropriations and the Raising of Revenue for the Fiscal Year Beginning July 1, 1976" as duly adopted on June 14, 1976 be and the same is hereby amended as follows:

Article I

Chapel Hill Library Fund	
Operations	163 915
Gifts	11 500

Article II

Chapel Hill Library Fund	
Operations	163 915
Gifts	11 500

All ordinances and portions of ordinances in conflict herewith are hereby repealed.

This the 8th day of November, 1976.

THE MOTION WAS CARRIED UNANIMOUSLY.

Ordinance to Implement the Enforcement of the Housing Code, Etc.

ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN VICKERY, ADOPTION OF THE FOLLOWING ORDINANCE.

AN ORDINANCE TO IMPLEMENT THE ENFORCEMENT OF THE HOUSING CODE, CHAPTER 9 OF THE CODE OF ORDINANCES OF THE TOWN OF CHAPEL HILL BY PROVIDING FOR THE DEMOLITION OF A CONDEMNED STRUCTURE UNFIT FOR HUMAN HABITATION AND USE

WHEREAS, Chapter 9 of the Code of Ordinances of the Town of Chapel Hill establishes minimum standards for housing and provides for condemnation of all buildings and structures deemed unfit for human habitation and use; and

WHEREAS, Sections 9-25 and 9-33 provide that in the event the owner fails to comply, the Public Officer shall submit to the governing body an Ordinance ordering and directing the Inspector to proceed to effectuate the purposes of this Ordinance with respect to the particular property, which the Inspector shall have found to be unfit for human habitation.

WHEREAS, the Building Inspector of the Town of Chapel Hill is designated and appointed to exercise the powers and duties of the public office therein provided, and

WHEREAS, the Building Inspector has filed with the governing body a report finding certain properties described therein and hereinafter designated as unfit for human habitation, dilapidated and deteriorated to such an extent that repair is impractical and should be demolished.

NOW, THEREFORE, BE IT ORDAINED by the Board of Aldermen of the Town of Chapel Hill:

SECTION I

That the Building Inspector of the Town of Chapel Hill be, and he is hereby authorized, empowered, and directed to proceed with all of the duties and procedures described in the Ordinance recorded in Chapter 9 of the Code of Ordinances of the Town of Chapel Hill with respect to the demolition of the dwelling unit situated on the following property:

Joseph Black (deceased) - 511 McCauley Street, Chapel Hill, N.C.
(Chapel Hill Township Map 91 - G -3).

SECTION II

All ordinances or portions of ordinances in conflict herewith are hereby repealed.

This the 8th day of November, 1976.

Alderman Marshall asked if the neighbors had been consulted about relatives of if the only method of warning had been advertisement. Alderman Epting stated that being concerned about this, he had made an investigation of his own, and found that Mr. Black had only one step-son who had no legal claim to the property. No other relatives had been found, and the house did need demolishing. THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Accepting the Certificate of Canvass of the November 2, 1976 Bond Referendum

ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN VICKERY, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION ACCEPTING THE CERTIFICATE OF CANVASS OF THE NOVEMBER 2, 1976 BOND REFFERENDUM

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Town hereby accepts the Certificate of Canvass of the Orange County Board of Elections for the Bond Referenda held in the Town of Chapel Hill on November 2, 1976; said results being as follows:

QUESTION	FOR	AGAINST
1. Police and Court Facilities	7 568	3 168
2. Fire Protection	8 216	2 202
3. Streets, Sidewalks, Bike Paths	7 990	2 803
4. Land Acquisition	5 616	4 841
5. Public Works Buildings	6 223	4 072
6. Recreation	7 555	3 166
7. Sewer	8 638	2 135

This the 8th day of November, 1976.

Cohen moved.
Vickery seconded.
Vote unanimous.

THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Authorizing the Sale and Use of Surplus Property (Truck Beds, Garbage Truck and Typewriter

ALDERMAN VICKERY MOVED, SECONDED BY ALDERMAN EPTING, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION AUTHORIZING THE SALE AND USE OF SURPLUS PROPERTY (TRUCK BEDS AND GARBAGE TRUCK AND TYPEWRITER

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Purchasing Agent of the Town of Chapel Hill is hereby authorized to sell by private sale under the provisions of Section 4.16 of the Charter of the Town of Chapel Hill (Chapter 473, 1975 Sessions Laws) four Ford Courier truck beds, each having a value of under \$150 and previously declared surplus by resolution of the Board of Aldermen of March 22, 1976; and

BE IT FURTHER RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Director of Public Works is hereby authorized to cause to be stripped for parts and use said parts in the maintenance of other Town vehicles the 1967 Chevrolet garbage truck declared surplus by resolution of the Board of Aldermen of September 27, 1976; and

BE IT FURTHER RESOLVED that the Purchasing Agent of the Town is hereby authorized to sell by private sale under the provisions of North Carolina General Statutes 160A-267 the remainder of said 1967 Chevrolet garbage truck after parts useful for the maintenance of other Town vehicles have been stripped from it; and

BE IT FURTHER RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby declares surplus to the needs of the Town, one Royal 590 Typewriter having a trade-in value of \$150 and authorizes the Purchasing Agent of the Town of Chapel Hill to dispose of said typewriter as a trade-in on a new typewriter according to the provisions of Section 4.16 of the Charter of the Town of Chapel Hill.

This the 8th day of November, 1976.

Alderman Gardner asked if the truck could be used by the Public Works Department as a spare truck. Mr. Jenne responded no, that the truck was in extremely poor condition, and although put up for auction, had not been sold. Alderman Gardner moved to amend the resolution by deleting the garbage truck from the list of items to be sold, to give the manager more time to check and see if the truck could be used as a spare. Alderman Vickery seconded. The motion to amend was defeated by a vote of seven to one with Alderman Gardner supporting and Aldermen Cohen, Epting, Howes, Marshall, Silver, Smith and Vickery opposing. THE RESOLUTION WAS ADOPTED BY A VOTE OF SEVEN TO ONE WITH ALDERMEN COHEN, EPTING, HOWES, MARSHALL, SILVER, SMITH AND VICKERY SUPPORTING AND ALDERMAN GARDNER OPPOSING.

Resolution Accepting Bids and Awarding of Contract for Construction of A Tennis Court and a Basketball Court and New Posts, Nets and Line Markings on Two Other Courts

Mayor Wallace introduced the following resolution involving the resurfacing of tennis courts which had been referred to earlier in the evening.

A RESOLUTION ACCEPTING BIDS AND AWARDING OF CONTRACT FOR CONSTRUCTION OF A TENNIS COURT AND A BASKETBALL COURT AND NEW POSTS, NETS AND LINE MARKINGS ON TWO OTHER COURTS

WHEREAS, the Town of Chapel Hill has solicited formal bids and the following bid has been received:

<u>Bidder</u>	<u>Item</u>	<u>Bid</u>
Carolina Courts & Tracks, Inc., Matthews, N.C.	I. Construction-Oakwood Tennis Court	\$7,514.00
	II. Construction-Umstead Basketball Court	5,960.00
	III. Resurfacing-Umstead Tennis Court	5,814.00
	IV. New posts and nets at Guy B. Phillips Jr. High School Dual Tennis Courts	605.00
		<u>\$19,893.00</u>

Alternate negotiated bid for new nets, posts and lining at Umstead tennis court \$ 405.00

NOW THEREFORE, BE IT RESOLVED by the Board of Aldemen of the Town of Chapel Hill that the Town accepts the bid of Carolina Courts and Tracks, Inc. for constructing a tennis court at Oakwood Park and a basketball court at Umstead Park, replacing the nets and posts at the Guy B. Phillips Jr. High School dual courts, and replacing the nets and posts and relining the tennis court at Umstead Park in the amount of \$14,484 and that it be awarded the contract.

The the 8th day of November, 1976.

Alderman Silver asked if the work was done during the spring, would the cost be lower. Mr. Jenne explained the people who usually do this type of work have moved south. This may have been why the bids were high. However, if the Town waited until spring, there is no assurance that the cost would be lower. The additional cost incurred now would outweigh the delay in waiting until spring. If the courts are resurfaced now, there will still be some playing time left during the winter and they will be ready for spring use. Alderman Smith asked for the time schedule for the resurfacing. Mr. Hooper said the resurfacing would take 45 days maximum. The actual job takes two to three weeks, but because of weather, the contractor has allowed himself more time. In answer to a question about Phillips' courts, Mr. Jenne explained the Public Works Department did not feel they could do the alignment of the nets in the professional manner which should be

required. ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN SILVER, ADOPTION OF THE RESURFACING RELATING TO CONSTRUCTION OF A TENNIS COURT AND A BASKETBALL COURT. Alderman Smith thought the money should be appropriated before adoption of this resolution. Alderman Cohen withdrew his motion to adopt the resolution. ALDERMAN SMITH, STATING HE WAS SATISFIED WITH MR. HOOPER'S EXPLANATION FOR THE EXPENDITURES, MOVED TO AMEND THE ORDINANCE FOR BUDGET CHANGES BY ADDING THE ITEM DEALING WITH RECREATION - ATHLETICS. ALDERMAN HOWES SECONDED. Alderman Silver stated he was not concerned with the capital improvements, but with the additional supervision added to this item. He did not feel that the money at present was justified. He requested additional information from the manager. Alderman Smith withdrew his motion to reinstate the Recreation - Athletics. THE FOLLOWING ORDINANCE WAS ADOPTED UNANIMOUSLY.

AN ORDINANCE TO AMEND THE "ORDINANCE CONCERNING APPROPRIATIONS AND THE RAISING OF REVENUE FOR THE FISCAL YEAR BEGINNING JULY 1, 1976

BE IT ORDAINED by the Board of Aldermen of the Town of Chapel Hill that the Budget Ordinance entitled "An Ordinance Concerning Appropriations and the Raising of Revenue for the Fiscal Year beginning July 1, 1976" as duly adopted on June 14, 1976 be and the same is hereby amended as follows:

ARTICLE I

	<u>Current Budget</u>	<u>Increase</u>	<u>Decrease</u>	<u>Revised Budget</u>
GENERAL FUND				
Recreation				
Administration/Facilities	102 450	15 045	-	117 495
General Recreation	126 365	3 465	-	129 830
GENERAL FUND TOTAL	5 280 000	16 990	-	5 296 000
REVENUE SHARING	425 100	8 000	-	433 100
CAPITAL IMPROVEMENTS				
HOUSING LOAN TRUST FUND	0	6 000	-	6 000

ARTICLE II

GENERAL FUND				
Revenue From Other Agencies	1 533 065	9 800	-	1 542 865
Service Charges	117 450	7 190	-	124 640
GENERAL FUND TOTAL	5 280 000	16 990	-	5 296 000
REVENUE SHARING	425 100	8 000	-	433 100
CAPITAL IMPROVEMENTS	612 440	23 000	-	635 440
HOUSING LOAN TRUST FUND	0	6 000	-	6 000

All ordinances and portions of ordinances in conflict herewith are hereby repealed.

This the 8th day of November, 1976.

ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN COHEN, ADOPTION OF THE RESOLUTION RELATING TO CONSTRUCTION OF A TENNIS COURT AND A BASKETBALL COURT. Alderman Howes believed the discussion showed some of the problems in the budget procedures. He requested that policy decisions be highlighted when coming before the Board. THE RESOLUTION WAS ADOPTED UNANIMOUSLY.

A Resolution Accepting Bids and Awarding of Contract for Liquid Alum for Wastewater Treatment.

ALDERMAN HOWES MOVED, SECONDED BY ALDERMAN COHEN, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION ACCEPTING BIDS AND AWARING OF CONTRACT FOR LIQUID ALUM FOR WASTEWATER TREATMENT

WHEREAS the Town of Chapel Hill has solicited formal bids on Liquid Alum for Wastewater Treatment and the following bids have been received:

<u>Bidder</u>	<u>Bid</u>
Allied Chemical, Atlanta, Ga.	\$54,730.50
Burris Chemical, Inc. Charlotte, N.C.	56,110.80
American Cyanamid Corp. Charlotte, N.C.	54,049.98

NOW THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Town accepts the bid of American Cyanamid Corp. in the amount of \$54,049.98 and that it be awarded the contract.

This the 8th day of November, 1976.

A Resolution Accepting Bids and Awarding of Contract for Three Hundred 12-Foot Galvanized Channel Irons and One Hundred Street Sign Head Assemblies

ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN HOWES, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION ACCEPTING BIDS AND AWARDDING OF CONTRACT FOR THREE HUNDRED 12-FOOT GALVANIZED CHANNEL IRONS AND ONE HUNDRED STREET SIGN HEAD ASSEMBLIES

WHEREAS the Town of Chapel Hill has solicited formal bids on three hundred 12-foot galvanized channel irons and one hundred street sign head assemblies, and the following bids have been received:

<u>Bidder</u>	<u>Channel Irons</u>	<u>Bid</u>	<u>Sign Heads</u>
Lyle Southern, Inc. Raleigh, N.C.	\$3,507.00		\$435.00
Southeastern Safety Supplies, Inc. Columbia, S.C.	3,720.00		441.00
Vulcan Signs and Stampings, Inc. Foley, Ala.	3,681.00		449.00

NOW THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Town accepts the bid of Lyle Southern, Inc. in the amount of \$3,942.00 and that it be awarded the contract.

This the 8th day of November, 1976.

Alderman Gardner asked for the results of the survey undertaken in hopes that the Town might have less signs. Mr. Jenne explained that although the survey had been started, the inventory of signs had not been completed within the deadline set by the State to get federal funds. However, the inventory is continuing in hopes that the survey will be completed. THE MOTION WAS CARRIED UNANIMOUSLY.

Resolution Determining the Need for Full-Time Voter Registration

ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN HOWES, ADOPTION OF THE FOLLOWING RESOLUTION.

A RESOLUTION DETERMINING THE NEED FOR FULL-TIME VOTER REGISTRATION

BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill that the Board hereby determines that there is need for full-time voter registration at the Chapel Hill Municipal Building and at the Chapel Hill Public Library; and, therefore,

BE IT FURTHER RESOLVED that the Board directs the Town Manager to forward the names of suitable employees of the Town of Chapel Hill to the Orange County Board of Elections with a request that they be appointed effective January 1, 1977, City Registrars under the provisions of North Carolina General Statutes 163-285(3); and

BE IT FURTHER RESOLVED that the Board requests the Board of Trustees of the Chapel Hill Public Library to designate suitable employees of the Chapel Hill Public Library and forward their names to the Orange County Board of Elections for appointment as Special Library Registration Deputies under the provisions of North Carolina General Statutes 163-80(6).

This the 8th day of November, 1976.

Alderman Smith was concerned about the parking available at the library during the period of heavy registration. Because of the amount of parking needed during heavy registration, Mr. Jenne had contacted the Board of Elections who had indicated that during this period, the library and town personnel would be relieved of their duties as registrars, and others would be appointed by the Board of Elections just to register all day. Alderman Cohen said the registration by library personnel was to provide a convenient place to register during the year, at times when people were not working, not during the heavy period of registration. He added that Carrboro was considering a resolution to go to a similar type system, which would then take some of the load off of Chapel Hill. THE MOTION WAS CARRIED UNANIMOUSLY.

Tax Release - Resolution

ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN SMITH, ADOPTION OF THE FOLLOWING RESOLUTION.

RESOLUTION - TAX RELEASES

WHEREAS, taxes listed were erroneously levied through clerical error on properties belonging to the following:

<u>NAME</u>	<u>REC. #</u>	<u>AMOUNT</u>	<u>REASON</u>
John T. Manning	4650	\$ 4.72	Listed 1971 Buick owned 1970
Elliott M. Silverstein	6531	7.61	Listed 1973 VW owns 1972.
C. E. Philbrook	5651	2.63	Personal property was 3235 should be 2985.
Sarah McGaughey	4477	6.56	Personal property was 11,580 should be 10,955
Thomas G. Lane III	9051	17.84	Property located on Hwy 86 in Carrboro.
William T. Durham, Jr.	1922	12.34	Property listed in Pitt County.
Chapel Hill Drug Action	8042	451.23	Tax Exempt per County.
Rose, Pridgen & Feeman, Inc	8537	9.98	Listed 74 model truck owned 1972.
Charles S. Goodwin	2651	35.54	Property in Carrboro 1-1-76.
Edwin Tenney, Jr.	7021	4.99	Listed 1972 Buick owned 1971.
Unknown	6464 (1972)	16.32	Double listed. Included in large tract of Lennox Dev.
	6394 (1973)	48.10	
	6061 (1974)	48.10	
Unknown	6469 (1972)	2.16	Double listed in the name Dolly Saunders.
	6399 (1973)	4.63	
	6066 (1974)	4.63	
Elizabeth Atwater	98 (1965)	2.00	Property has been listed in error. Was not in town until the 1975 annexation of Sykes Street.
	84 (1966)	2.09	
	106 (1967)	2.19	
	135 (1968)	2.20	
	161 (1969)	2.39	
	177 (1970)	2.62	
	187 (1971)	2.83	

<u>NAME</u>	<u>REC. #</u>	<u>AMOUNT</u>	<u>REASON</u>
Elizabeth Atwater (continued)	186 (1972) 179 (1973)	2.93 3.70	
Josephine McNeil	4570	45.60	Has septic tank. Not connected.
Shirley A. Day	1722	14.18	Car was priced wrong.
Ida Ruth Durham Lee	4124	20.74	Car was listed in Durham Co.
C. D. Kilpatrick & Dale Dollar	3840	25.20	Personal property located in County.
Myrtle D. Dawson	1716	91.20	Was charged with 25 units only have 23.
H. Charles & Thelma Holloway	3280	45.60	Was charged for 2 units only 1.
Alice W. Farnham	2149	9.19	Listed a 69 Pontiac owned 1968.
Rucker S. & Anita Hennis Jr.	3085	3.68	Listed 1972 Olds owned 1971.
Luther Edwards	2008	50.40	Homestead Exemption (4,800)
Arnold J. & Silvia Hennom	3188	52.50	Homestead Exemption (5,000)
Fisher - Fisher Corp.	8162	10.24	Listed 1972 Buick owned 1970.
William H. Gurley	2796	68.93	Property located in Carrboro. 1-1-76
Harmony, Inc.	8213	99.59	Clerical error. Personal property was 23705 should be 14220.
Sidney N. Gattis	2527	52.50	Homestead Exemption. (5,000)
Atlee Goins Neville	5226	52.50	Homestead Exemption. (5,000)
Unknown	6393 (1973) 6060 (1974)	70.30 70.30	Double listed in the name of Hazel Trimble.

WHEREAS, the above list of personal have made application for release of said taxes:

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill, that it finds the taxes on the above listed persons were levied through clerical error, and in the discretion of the Board should be released to the taxpayer. IT BEING FURTHER RESOLVED that the Tax Collector is authorized and empowered to make such release.

This the 8th day of November 1976.

Alderman Epting asked if the Fisher-Fisher Corp. amount listed was a clerical error. Mr. Roberts replied it was and would be corrected. THE RESOLUTION WAS ADOPTED BY UNANIMOUS VOTE WITH THE UNDERSTANDING THE ERROR WOULD BE CORRECTED.

Tax Refunds - Resolution

RESOLUTION - TAX REFUNDS

WHEREAS, taxes listed below were erroneously levied and collected through clerical error on properties belonging to the following:

<u>NAME</u>	<u>REC. #</u>	<u>AMOUNT</u>	<u>REASON</u>
Ralph L. Flemings, Jr.	2278	\$ 7.00	Listed 1969 Chev. owned 1968. Paid 9-28-76
H. C. Holloway, Jr.	3294 (1975)	45.60	Charged for 2 units only 1 unit in house.
	2917 (1974)	45.60	
	2922 (1973)	36.00	
Myrtle J. Dawson	1718 (1975)	91.20	Charged for 25 units only has 23 units.
	1532 (1974)	91.20	
	1542 (1973)	72.00	
Josephine L. McNeil	4580 (1975)	45.60	Was connected to septic tank.
	3981 (1974)	45.60	
Frederick W. & Mary Francis A. Vogler	6463 (1972)	95.14	Mr. & Mrs. Vogler purchased the tax lien on this Unknown Property in June of 1973. County advises this property listed to Mrs. Hazel Trimble.

WHEREAS, the above listed persons have made application for refund of said taxes;

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill, that it finds that taxes on the above listed persons were levied and collected through clerical error, and in the discretion of the Board should be refunded to the taxpayer, IT BEING FURTHER RESOLVED that the Tax Collector is authorized and empowered to make such refund.

This the 8th day of November, 1976.

ALDERMAN COHEN MOVED, SECONDED BY ALDERMAN SMITH, ADOPTION OF THE FOLLOWING RESOLUTION. (AS LISTED ABOVE).

THE MOTION WAS CARRIED UNANIMOUSLY.

Report Regarding Street Improvement Assessments

After Mrs. Barrett had submitted her request to the Board not to be assessed for street assessment on the basis that the Board had not assessed the residents of Ward and Weiner Streets. Mr. Denny reviewed the legal authority authorizing the Board to make assessments as outlined in a memorandum which had been given to the Board members. He added however, that he had been given additional information since the preparation of the memorandum, which would change his recommendation somewhat. Mr. Denny then recalled areas in which the town had not assessed for paving and the reasons for not assessing. He reviewed the facts of Mrs. Barrett's request, and his recommendation that the request be denied, on the basis that the Board could not assess only those who had signed a petition for paving on a street, while eliminating those who had not signed the petition; nor could it eliminate one who signed but later requested not to join in the petition. Mr. Denny had received information since then that in 1974, Mrs. Barrett had contacted the Director of Public Works, and indicated her desire to withdraw her petition for paving because of the cost of sewer improvements. She was informed that no further action was necessary to withdraw her name from the petition. Mr. Denny had been unable to verify this information. Now, the Board must make a factual determination as to whether Mrs. Barrett's

property was a part of the petitioned area, whether Mrs. Barrett's property was not a part of the petition area, and she had in fact withdrawn her petition for paving. He also recommended that the Board at its earliest possible date set a uniform assessment policy.

Mr. Alexander, representing Mrs. Barrett, stated that Mrs. Barrett had not only been of the opinion that her petition for paving had been withdrawn, but in the Spring of 1976, had approached Mr. Jenne and Ms. Crumpacker again about the bus and her opposition to the assessment for paving which was proposed. She had then determined that the Board had the right to access her and had not carried the matter further. Alderman Cohen said that in the Board's discussion on Ward and Weiner they had decided that they could make a determination as to whether the paving was being done because it would benefit the residents, or because it would benefit the people in general. He did not see why all should be assessed or none should be assessed. Alderman Smith asked why if Mrs. Barrett had written to add her name to the petition, she had not written to request her name be withdrawn from the petition. Alderman Vickery concurred in the opinion that Mrs. Barrett should have put her request to be withdrawn in writing. Mayor Wallace stated this issue was not limited to Mrs. Barrett, but would affect the whole town. Alderman Vickery suggested the Board accept Mr. Denny's recommendation with regard to the Barrett case, however, he did not feel the Board had had time to study the issue for establishing a consistent town policy. Alderman Howes did not believe the Board should act on the Barrett request until a policy had been enacted, because the policy should include at least the Ward and Weiner case. Alderman Silver did not think the Board could avoid precedent scheduled before the next meeting and he would like to defer action on the request until then. Mr. Denny asked Mr. Jenne for the paving schedule. Mr. Jenne answered that Kings Mill Road and Coker Drive were now being paved, and the contractor would then go either to Ward and Weiner Streets or to the Muirhead area. Mr. Denny said if the Board changed its mind and decided to access any residents, he would prefer that the Board hold a public hearing before the project was started. He added the manager could be directed to hold up the project. Alderman Vickery stated the Board could decide on a general policy that would go against specific decisions, and the decisions would still be valid. Mr. Denny said it would be possible to adopt a policy, which would permit assessment of certain streets, while not assessing other streets, given a sufficient set of guidelines. He was at present concerned with whether or not Mrs. Barrett's petition could be considered withdrawn. If her petition was determined to be withdrawn, then he found it factually hard to distinguish between Laurel Hill Road and Coker, Ward and Weiner Streets. Alderman Howes did not think the work on Coker Drive should be stopped, but that the manager should be directed to have the work on Muirhead started next. Alderman Gardner said his understanding was that the town had a policy of assessing before the action on Ward and Weiner Streets was taken, but that the Board went against its policy on these streets. Mr. Denny said the policy had not been established because there had been no prior instances of the application of the special act of the legislature allowing paving without petition. Alderman Smith moved the Board approve the recommendation of the attorney to deny the Barretts request based on the fact that there was no evidence her petition had been withdrawn. If the Board at a later time found the petition had been withdrawn, they could then act on that fact. The motion died for lack of a second. ALDERMAN VICKERY MOVED TO DEFER CONSIDERATION OF THE POLICY UNTIL THE NEXT MEETING. ALDERMAN SILVER SECONDED. ALDERMAN MARSHALL ASKED FOR A SPECIAL MEETING IN CONJUNCTION WITH THE WORK SESSION FOR THIS DISCUSSION. The motion was carried by a vote of seven to one with Aldermen Cohen, Epting, Gardner, Howes, Marshall, Silver and Vickery supporting and Alderman Smith opposing.

Report on the Goals and Objectives for the Comprehensive Plan

Ms. Parker, Chairman of the Planning Board, reported the response was good to the Planning Board's request for comments on the Comprehensive Plan draft. She thanked all those who had participated in this step of the Plan. The comments were helpful and many had been incorporated into the Plan. She gave the Aldermen a copy of the revised Comprehensive Plan and described efforts which were being made to publicize the public hearing to be held on November 22.

Report on the Citizen Participation Study

Ms. Parker stated the report had been received from the students conducting the study and had been considered by the Planning Board. They had accepted it, felt it was an important blueprint for the design of a participation program. They would like to incorporate it in the Citizen Participation

section of the Comprehensive Plan, but wished to take no immediate action. Alderman Vickery recommended the Planning Board be asked to attend the Board of Aldermen's work session at which the study is to be considered. Alderman Cohen thought the citizen's organization should be implemented before the completion of the whole planning process.

Report on the Orange Comprehensive Planning Council

Alderman Howes explained the report had grown out of the Conference on Growth Options held a year ago. He felt the report, which had distributed to the Board members was clear both in its deliberations and its recommendations. The committee had not developed a detailed inter-governmental agreement which would be required to implement the organization called for in the report, because it felt comments and input were needed from the boards of the governing bodies involved. If the Board of Aldermen was in agreement with the concept called for in the report, he thought they should appoint a representative to meet with representatives of Carrboro and others to discuss implementation of the organization. Alderman Marshall stated she thought the report excellent and the Board should act as quickly as possible to implement the report. Alderman Vickery wanted to try coordination between the existing planning boards before setting up another layer of organization. He also did not want to allocate tax money for staff. Alderman Howes said the report called for tax money for staff only if this service could not be extracted from the contribution made to the Triangle J Council of Governments. He had received indication from Mr. Stewart that it might be possible for staffing to be provided out of the allocation already made for Triangle J. Alderman Vickery still believed the functions to be performed by the new organization should be provided by the County, and only if there was no way to get these services from the County should another organization be formed. Alderman Howes said the County Planning Board was presently consumed with zoning questions, and they could not perform these functions. ALDERMAN SILVER MOVED THAT THE BOARD DESIGNATE ALDERMAN HOWES AS IT REPRESENTATIVE TO MEET WITH OTHER GOVERNMENTAL UNITS TO DISCUSS THE DETAILS OF IMPLEMENTATION OF THE REPORT. ALDERMAN MARSHALL SECONDED. THE MOTION WAS CARRIED UNANIMOUSLY.

Report on Activities of the Transportation System

Alderman Vickery stated he had prepared this report in response to comments from the Mayor during the last few days about the responsibility of irre-responsibility of operating the bus system at its present level of budget operations. He also wished to answer some citizens' questions about whether the bus system was being operated efficiently. Alderman Vickery submitted the following tables and surveys as a part of his report and proceeded to explain the tables.

Chapel Hill Community Transit-Monthly Ridership Report
 MONTH OF September 1978
 FAREBOX REVENUE \$ 7680.69
 (16.6 % OF TOTAL RIDERS)
TOTAL RIDERS 219,742

DATE	CARRBORO			ORANGE			TRIPLE J			TOTAL	OFFICIAL	FUEL	MILES	DAILY TOTAL	NOTES
	FARE	NON-FARE	TRANSIT	FARE	NON-FARE	TRANSIT	FARE	NON-FARE	TRANSIT						
9-1-78	2122	742	117	607	817	3137	264	388	18	52	-0-	-0-	9,536		
9-2-78	177	724	134	551	352	3474	251	316	27	40	-0-	-0-	9,669		
9-3-78	213	724	1912	533	833	3050	193	351	13	46	-0-	-0-	9,036		
9-4-78	555	274	470	158		933					791		3,051	SAT	
9-5-78	74	42	81	30		763					-0-		998	SUN	
9-6-78	220	152	143	55		905					-0-		1,485	HOL	
9-7-78	1173	210	222	552	700	3075	259	350	29	34	-0-	-0-	9,541		
9-8-78	125	737	222	522	220	3247	300	357	23	44	-0-	-0-	9,966		
9-9-78	126	717	232	522	261	3376	295	377	25	47	-0-	-0-	9,950		
9-10-78	1152	222	1177	610	1004	2452	267	394	29	62	-0-	-0-	10,012		
9-11-78	716	156	224	122		1533					-0-	-0-	2,891	SAT	
9-12-78	105	75	101	44		1044					-0-	-0-	1,369	SUN	
9-13-78	121	751	222	522	275	3067	274	353	28	48	-0-	-0-	9,833		
9-14-78	122	569	2123	559	332	3213	256	379	31	47	-0-	-0-	9,536		
9-15-78	1062	257	2171	612	329	3140	312	357	29	49	-0-	-0-	10,081		
9-16-78	203	270	2210	562	252	3154	272	352	41	46	-0-	-0-	9,543		
9-17-78	257	257	1150	567	202	3443	257	292	23	51	-0-	-0-	9,512		
9-18-78	225	225	221	107		1022					63		2,943	SAT	
9-19-78	24	55	103	27		1185					-0-	-0-	1,474	SUN	
9-20-78	262	261	2169	552	1001	3252	336	392	27	55	-0-	-0-	9,968		
9-21-78	222	241	2122	202	695	2448	227	348	46	39	-0-	-0-	9,520		
9-22-78	105	620	2111	611	921	3222	275	351	16	45	-0-	-0-	9,531		
9-23-78	222	222	2035	552	235	2934	306	324	24	52	-0-	-0-	9,041		
9-24-78	122	222	2022	525	222	3125	212	304	9	54	-0-	-0-	9,406		
9-25-78	52	152	221	102		1124					-0-	-0-	2,241	SAT	
9-26-78	52	72	103	29		747					-0-	-0-	1,013	SUN	
9-27-78	1041	715	2165	556	1002	3052	364	408	23	44	52		9,965		
9-28-78	1022	251	2122	552	346	2920	312	364	15	47	78		9,363		
9-29-78	1052	704	2122	602	922	3103	290	372	17	42	-0-		9,654		
9-30-78	1057	715	2152	565	923	3122	305	370	30	49	-0-		9,607		
9-30-78	5352	4442	4687	12694	18468	76241	5885	7222	523	1000			1,502		

November 8, 1976

Chapel Hill Community Transit - Monthly Ridership Report

MONTH OF **SEPTEMBER** 1976
 FAIRFAX REVENUE \$ **11,395.50** 17% OF TOTAL REVENUE
TOTAL RIDERS 312,911

DATE	ASHEVILLE	CHAPEL HILL	CHARLOTTE	HIGH POINT	RALEIGH	WILMINGTON	WINSTON SALEM	TOTAL	REVENUE
1	117	947	140	296	155			1,615	
2	555	1,846	1,613	3,354	2,233	591	3,721	3,261	602,195
3	529	1,385	1,381	2,031	801	1,065	1,545	5,736	121,828
4	768	1,445	1,493	2,016	772	1,155	1,155	7,764	161,224
5	505	1,592	1,559	2,162	842	1,121	1,459	7,241	152,274
6	215	830	442	645	315	329	329	3,066	53,333
7	92	153	89	186	99	156	156	721	13,474
8	715	1,536	1,272	1,823	1,192	1,495	1,672	7,783	162,356
9	543	1,385	1,358	2,497	1,115	1,445	1,445	7,233	151,223
10	540	1,422	1,423	2,166	1,165	1,491	1,491	7,596	167,152
11	466	1,331	1,352	2,157	1,153	1,124	1,124	6,417	133,152
12	193	622	323	492	243	322	322	2,515	43,152
13	313	362	363	554	340	372	372	2,776	52,329
14	161	316	137	163	71	138	138	707	13,152
15	532	1,124	1,452	1,711	1,172	1,172	1,172	6,234	133,152
16	555	1,333	1,337	2,492	1,154	1,546	1,546	7,513	173,152
17	580	1,384	1,464	2,495	1,154	1,385	1,385	7,801	173,152
18	522	1,466	1,335	2,495	1,154	1,546	1,546	7,513	173,152
19	722	1,545	1,422	2,122	1,154	1,385	1,385	7,801	173,152
20	412	541	621	694	391	423	423	3,565	65,152
21	73	174	167	156	75	171	171	701	13,152
22	500	1,328	1,326	1,013	836	1,169	1,169	6,512	133,152
23	728	1,336	1,495	1,777	1,133	1,172	1,172	7,241	152,274
24	605	1,284	1,422	1,873	1,154	1,491	1,491	7,596	167,152
25	706	1,522	1,323	2,155	1,124	1,124	1,124	6,417	133,152
26	443	723	342	457	221	322	322	2,515	43,152
27	83	361	173	271	124	156	156	721	13,474
28	1,154	1,356	1,445	2,166	1,124	1,491	1,491	7,596	167,152
29	226	321	321	459	221	322	322	2,515	43,152
30	316	316	316	459	221	322	322	2,515	43,152
31	316	316	316	459	221	322	322	2,515	43,152
TOTAL	13,316	31,715	31,715	47,391	23,001	31,715	31,715	169,316	3,129,911

PUBLICALLY-OWNED URBAN TRANSIT IN NORTH CAROLINA: OPERATING RESULTS

Month MAY, 1976

	Asheville	Chapel Hill	Charlotte	High Point	Raleigh	Wilmington	Winston-Salem
Ridership	134,659	79,514	616,449	72,145	137,262	65,844	245,798
Transfers	26,431	N/A	173,569	16,602	23,711	8,393	47,124
% Transfers	19.63	N/A	28.2	23.0	17.3	12.7	19.2
Bus Miles	66,522	79,571	255,233	38,188	91,012	45,142	144,855
Passengers/Mile	2.02	1.00	2.42	1.89	1.51	1.46	1.70
Revenues	32,573	35,023	196,859	17,493	51,354	19,283	59,476
Revenue/Passenger	.24	.44	.32	.24	.37	.29	.24
Revenue/Mile	.49	.44	.77	.46	.56	.43	.41
Expenses	67,739	75,164	300,995	35,055	100,207	47,436	138,125
Expense/Passenger	.50	.94	.49	.49	.73	.72	.56
Expense/Mile	1.02	.94	1.18	.92	1.10	1.05	.95
Cost of Service	35,166	40,066	104,136	17,562	48,853	27,613	78,649
Cost/Passenger	.52	.50	.17	.24	.36	.41	.32

Year-to-Date

	Asheville	Chapel Hill	Charlotte	High Point	Raleigh	Wilmington	Winston-Salem
Ridership	1,647,894	2,294,693	6,790,581	651,799	1,539,900	774,122	2,910,276
Transfers	272,169	N/A	1,779,724	153,342	251,573	87,540	456,122
% Transfers	16.5	N/A	26.2	23.2	16.3	11.3	15.7
Bus Miles	708,924	1,033,186	2,742,223	328,507	885,882	461,135	1,672,819
Passenger/Mile	2.32	2.22	2.48	2.01	1.74	1.68	1.74
Revenues	382,457	434,666	2,460,376	158,725	588,648	200,727	644,297
Revenue/Passenger	.23	.19	.36	.24	.38	.26	.22
Revenue/Mile	.54	.42	.90	.48	.66	.46	.39
Expenses	767,242	952,068	3,210,105	281,705	987,747	480,765	1,500,064
Expense/Passenger	.47	.41	.47	.43	.64	.62	.52
Expense/Mile	1.08	.92	1.17	.86	1.11	1.04	.90
Cost of Service	384,785	517,403	749,729	122,980	399,099	280,038	855,767
Cost/Passenger	.23	.23	.11	.19	.26	.36	.29

Technical Report Documentation Page

1. Report No. UMTA-MA-06-0049-76-1		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle SMALL CITY TRANSIT CHARACTERISTICS: AN OVERVIEW				5. Report Date Reprint, May 1976	
				6. Performing Organization Code	
7. Author(s) Donald Kendall, Joseph Misner, Mary Stearns, Robert Waksman				8. Performing Organization Report No. DOT-TSC-UMTA-76-5.I	
9. Performing Organization Name and Address U.S. Department of Transportation Transportation Systems Center Kendall Square Cambridge MA 02142				10. Work Unit No. (TRAIS) UM627/R6707	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address U.S. Department of Transportation Urban Mass Transportation Administration Office of Service and Methods Demonstration Washington DC 20590				13. Type of Report and Period Covered Final Report April 1975 - March 1976	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract <p>This report is based on information and operating data from thirteen small community transit systems which were studied as part of a larger project on small community transit and its potential. It summarizes organizational, institutional, and operational aspects of the case studies and contains an analysis of some of the relationships among service, cost and community response. Hypotheses are offered regarding the types of trips which are served, the cost and service trade-offs which are relevant when choosing between fixed-route and demand-responsive modes of operation, the critical variables such as labor agreements and maintenance arrangements which affect operating costs, the level of subsidy which may be anticipated, and the trade-offs between single-ride fares and transit passes as a means of fare collection. A number of conclusions are offered which bear on these topics, but the uniqueness of each community situation is stressed as an often dominant factor.</p> <p>The thirteen communities used for this study are: Amherst, Massachusetts; Ann Arbor, Michigan; Bremerton, Washington; Chapel Hill, North Carolina; East Chicago, Indiana; El Cajon, California; Eugene/Springfield, Oregon; Evansville, Indiana; Merced, California; Merrill, Wisconsin; Sudbury, Massachusetts; Westport, Connecticut; Xenia, Ohio.</p> <p>These studies are covered in reports UMTA-MA-06-0044-76-2 through -14, respectively.</p>					
17. Key words Small City Transit, Fixed-Route Service, Demand-Responsive Service, Operating Costs, Capital Costs, Ridership Fare, Community Impacts, Funding, Institutional Factors, Transit Systems			18. Distribution Statement DOCUMENT IS AVAILABLE TO THE PUBLIC THROUGH THE NATIONAL TECHNICAL INFORMATION SERVICE, SPRINGFIELD, VIRGINIA 22161		
19. Security Classif. (of this report) Unclassified		20. Security Classif. (of this page) Unclassified		21. No. of Pages 44	22. Price

TABLE 5. OPERATING STATISTICS FROM CASE STUDY SITES (1)

	Ashrest, Mass.	Chapel Hill, N.C.	East Chicago Ind.	Eugene, Ore.	Hamsville, Ind.	Sudbury, Mass.	Westport, Conn.
TYPE OF SERVICE	Fixed-route	Fixed-route	Fixed-route	Fixed-route	Fixed-route	Fixed-route	Fixed-route
SERVICE AREA DEMOGRAPHICS							
Population in Service Area	17,000	32,000	47,000	170,000	139,000	13,500	28,000
Population Density (persons/sq. mi.)	1,000	3,300	4,000	1,700	3,900	550	1,300
COVERAGE AND SERVICE							
Number of Routes	5 regular 3 others	10	3	20	13	7	7 commuter 7 regular
Average Route Length (one-way mi.)	6	N/A	9	13 @ 10 mi. 7 @ 32 mi.	8	5	6
Average Route Time (one-way min.)	25	N/A	45	13 @ 40 min. 7 @ 60 min.	35	35	18
Average Headways (min.)	10 regular 30 others	5 to 40	45	13 @ 30 min 7 longer	30 on half 60 on half	120	15 commuter 35 regular
Service Area (sq. mi.)	-	-	-	-	-	-	-
Average Wait Time (min.)	-	-	-	-	-	-	-
Number of Vehicles in Service	16	27	5	42	16	2	8
COST AND PRODUCTIVITY							
Operating Costs per Vehicle-Hour	\$7.74	\$11.10	\$14.50	\$16.90	\$8.54	\$9.85	\$11.50
Operating Costs per Passenger (2)	\$0.09	\$ 0.43	\$ 0.57	\$ 1.07	\$0.37	\$1.08	\$ 0.74
Passengers per Vehicle Hour (2)	85	26	26	16	23	9.3	16
Driver Wage Rate (5) (\$/hr.)	\$3.00	\$ 3.80	\$ 4.00	\$ 5.25	\$5.00	N/A	\$ 4.40
Total Capital Cost (3) (thousand \$)	439	1,075	N/A	1,190	N/A	close to 0	255
Lease or Buy Vehicles?	8	8	8	8	8	1	8
Base Fare (4)	0	25c(6)	0	10c	75c	25c	50c(6)
Revenue per Passenger (2)	0	\$ 0.20	0	\$ 0.25	\$0.30	\$0.20	\$ 0.20
Operating Subsidy per Passenger (2)	\$0.09	\$ 0.23	\$ 0.57	\$ 0.82	\$0.07	\$0.88	\$0.54
Operating Ratio (costs/revenues)	undefined	2.1	undefined	4.3	1.3	5.4	3.7
RIDERSHIP							
Average Passengers per Weekday (2)	11,200(school yr) 5,400(summer)	13,500(school yr) 4,600(summer)	1,050	10,500	3,500	170	1,400
Percentage of Youth Riders	N/A	small	high	25	17	80	55
Percentage of Elderly Riders	small	small	high	10-15	27	small	3
Major Trip Purposes	85% university	86% university	shopping, recreational	work school shopping	42% work 21% shopping	school recreation	school recreation work

NOTES TO TABLE:

(1) "N/A" = not available.

(2) "Passengers" refers to completed trips (excluding transfers) when this can be determined.

(3) "Capital Cost" includes the cost of leasing vehicles, equipment, or storage space, but includes planning and evaluation costs.

(4) "Base fare" is the single-ride fare charged to an adult rider, excluding all discounts.

(5) "Driver wage rate" is the standard base hourly pay, including the value of fringe benefits when this can be determined.

(6) These cities rely heavily on transit passes rather than single-ride fares for their revenue from operations.

TABLE 5. (CONTINUED)

	Xenia, Ohio	Beckett, Wash.	Merrill, Wis.	Ann Arbor, Mich.	El Cajon, Cal.	Merced, Cal.
TYPE OF SERVICE	Fixed-route	Subscription Bus	Point Deviation	Pilot DAB	Shared Taxi	Dial-A-Ride
SERVICE AREA DEMOGRAPHICS						
Population in Service Area	27,600	35,900	9,500	16,000	60,500	30,000
Population Density (persons/sq. mi.)	3,100	3,600	1,700	7,300	5,000	3,000
COVERAGE AND SERVICE						
Number of Routes	4	24	1	-	-	-
Average Route Length (one-way mi.)	6	-	5	-	-	-
Average Route Time (one-way min.)	15	20	10	-	-	-
Average Headways (min.)	30	45	10	-	-	-
Service Area (sq. mi.)	-	-	-	4	12	10
Average Wait Time (min.)	-	-	-	11	20	21
Number of Vehicles in Service	7	28	2	3	15	4
COST AND PRODUCTIVITY						
Operating Costs per Vehicle-hour	\$11.70	\$9.16	\$9.50	\$10.50	\$8.16	\$9.20
Operating Costs per Passenger (2)	\$ 1.74	\$0.17	\$0.99	\$ 1.74	\$1.28	\$0.84
Passengers per Vehicle Hour (2)	5.7	53	9.6	6.3	6.4	11.5
Driver Wage Rate (5) (\$/hr.)	\$ 3.70	\$10/day	\$4.00	\$ 6.00	commission + tips	\$3.75
Total Capital Cost (3) (thousand \$)	223	N/A	95	35	close to 0	65
Lease or Buy Vehicles?	R	L	R	L	L	R
Base Fare (4)	25c	35c	25c	60c (6)	50c	25c
Revenue per Passenger (2)	\$ 0.15	\$ 0.21	\$0.26	\$ 0.47	\$ 0.38	\$0.25
Operating Subsidy per Passenger (2)	\$ 1.19	0	\$0.73	\$ 1.27	\$ 0.90	\$0.59
Operating Ratio (costs/revenues)	8.9	0.8	3.8	3.7	3.4	3.4
RIDESHIP						
Average Passengers per Weekday (2)	900	2,240	228	380	600	330
Percentage of Youth Riders	31	0	45	23	N/A	15
Percentage of Elderly Riders	10	0	20	11	67	10
Major Trip Purposes	15% work 11% shopping	100% work	school shopping	34% work 21% school	40% shopping 27% medical dental	35% school 26% work

NOTE: Table 5 is referred to on page 23.

7A5

TOWN SOLD
PASS + TICKET SALES
CASH RECEIPT SUMMARY

Month	1974	1975	1976	% ± 75-76
JULY	\$ 206	\$ 1228	\$ 2128	+ 73%
AUGUST	\$ 3710	\$ 1764	\$ 2431.50	+ 38%
SEPTEMBER	\$ 1138	\$ 2146	\$ 1820	- 15%
OCTOBER	\$ 518	\$ 892	\$ 1075.50	+ 21%
NOVEMBER	\$ 378	\$ 518		
DECEMBER	\$ 276	\$ 754		
JANUARY	\$ 606	\$ 1010		
FEBRUARY	\$ 506	\$ 610		
MARCH	\$ 504	\$ 482		
APRIL	\$ 466	\$ 420		
MAY	\$ 712	\$ 536		
JUNE	\$ 1032	\$ 1100		
TOTAL	\$ 9552	\$ 11,460	9455	

6030

7A6
SOUTH CAMPUS BUS QUESTIONNAIRE

1. Your Dorm _____
 2. Do you ride the bus? YES NO
If YES, answer questions 3 to 6 below; if NO, skip to question 7.
 3. How many times PER WEEK do you use the following bus routes:
A _____, D _____, F _____, G _____, K _____, L _____, N _____, S _____, U _____.
 4. Do you own a bus pass? NO YES: (CHECK ONE)
Annual , Academic Year , Fall Semester
Other (what kind) _____
 5. What is your opinion of the bus service? Please rate the following elements of Town bus service:
- | | EXCELLENT | GOOD | FAIR | POOR |
|--|--------------------------|--------------------------|--------------------------|--------------------------|
| a. Closeness of route to destination | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Frequency of service | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Dependability of service | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Helpfulness and attitude of bus drivers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- (Any comments on the above you care to make would be appreciated. Please comment on reverse).
6. Did the price of pass in any way influence your decision to purchase a pass YES NO
 7. If you do not ride the bus, please indicate if any or all of the following are the reasons:
- | | | |
|--|------------------------------|-----------------------------|
| a. Pass too expensive | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| b. Service not convenient to destination | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| c. Service not frequent enough | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| d. Service not dependable | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| e. Buses too crowded | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| f. Alternate transportation available (which)
walk <input type="checkbox"/> hike <input type="checkbox"/> drive <input type="checkbox"/> carpool <input type="checkbox"/> | | |
| g. Not enough service at night or on weekends | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| h. Did not receive a bus pass with parking permit | YES <input type="checkbox"/> | NO <input type="checkbox"/> |
| i. Other (Please state) | | |
-
8. Did you ride the bus regularly in

Summer, 1976	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Spring, 1976	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Fall, 1975	YES <input type="checkbox"/>	NO <input type="checkbox"/>
 9. What is your class? Freshman Soph Jr. Sr.
 10. Do you own a car in Chapel Hill? YES NO
If YES please answer questions 10 to 12 below; if NO, please skip to question 13.
 11. Where do you normally park your car?
South Campus Airport Park/Ride Lot
Other (please specify) _____
 12. Do you own a parking sticker for the area in which you park?
YES NO
 13. Is your car registered with UNC Traffic Office? YES NO
 14. In your opinion, what changes in the bus system need to be made in order for bus service to be a benefit to you?

MEMORANDUM

TO: John Pappas, John Bartosiewicz, Terry Lathrop and Gorman Gilbert
 FROM: Janet
 SUBJECT: Data Availability and Bus System Performance
 DATE: July 28, 1976

This memo discusses the second and third phases of service standard development. The first is the data available in Chapel Hill to develop service standards. This information is summarized in the chart headed 'Data Availability' which is formatted as my memo of July 7. Using this chart it is possible to determine which service standard measures summarized in the earlier memo can be applied to the Chapel Hill bus system based on present data.

Second, I used the available data to determine Chapel Hill's performance and compared that performance to a generally accepted standard (where one existed). This information is presented in the second chart, 'Chapel Hill Performance'. John Pappas and I have added comments where we thought some aspect of the standard or data should be brought to your attention.

<u>Service Standard</u>	<u>Quantitative Measures</u>	<u>Data Availability</u>
Accessibility	() miles to a stop from	Computed for Chapel Hill
Route Spacing	() % of households	Data not available
	() minutes walk to a stop from () % of households	Data not available
	() % of households not more than () minutes from major activity centers	Computed for Chapel Hill
Loading	() % of seating capacity	Computed for Chapel Hill
Passenger Density		Computed for Chapel Hill
Frequency of service	Headways	Computed for Chapel Hill
Speed of Service (Travel Time)	MPH	Computed for Chapel Hill
	3 measures to run together:	
	1. Overall speed = $\frac{\text{total miles}}{\text{hrs. pd. to drivers}}$	Not computed 1
	2. Schedule speed = $\frac{\text{route miles}}{\text{running time (inc. layovers)}}$	Computed for Chapel Hill
	3. Operating Speed = $\frac{\text{route miles}}{\text{running time (exc. layovers)}}$	Computed for Chapel Hill
	Travel time ratio = $\frac{\text{travel time by transit}}{\text{travel time by car}}$	Data probably not available

1 Although the data for this standard is available, John Pappas felt it is a meaningless measure. On his advice it was ignored.
 2 It is possible that some data concerning auto travel times is available from Terry.

Service S

Directness of Service

No more than () % system wide passengers have to transfer to reach destination

Data Availability

Computed for Chapel Hill

Dependability Reliability

Maximum () minute wait time for transfer

Data not available

() % of buses no more than () minutes early to () minutes late

Computed for Chapel Hill

Bus Stop Spacing

() vehicle miles/mechanical failure

Data not available

() feet apart

Data not available

() bus stops/mile

Computed for Chapel Hill

Fares

() % of operating expenses covered by farebox revenues

Computed for Chapel Hill

7A9

Discontinuing Service

() % of operations cost of route covered by farebox revenues

Data not available

Route passengers/route mile compared to system passengers/system miles

Computed for Chapel Hill

New Service

() % seating capacity exceeded

Data available

Chapel Hill Performance

Service Standard	Generally Accepted Standard	Chapel Hill Performance	Comments
Accessibility	1/4 mile to a stop from 100% of households	1/4 mile to a stop from 93% of households	Because of Chapel Hill's terrain, the reasonable walking limits may be closer to 1/8 mile with people living beyond that considered "not served".
Loading	Loading should not exceed 100% during base hours, 125% during transition periods, & 150% during peak hours, with no standees on any express service.	All Chapel Hill lines meet the transition, peak, express service standard. The U route shows 107% loading between 10 & 11 A.M.	Standard and our performance are both reasonable. The U Route primarily served students and it could be that its peak extends beyond the generally accepted 9:30 A.M hour. If this is the case then 107% is well within the standard.
Frequency of Service	There are no generally accepted standards for headways. The headways vary according to the size of the area served and the length of the line.	Using the winter schedule all lines have at least 1 bus/hour. During the day there are at least 2 buses/hour on every line except the D express which has a 40 min. headway.	30 min. should be considered maximum interval during WXDY daytime operation to achieve normal rider-ship attraction potential.
Speed of Service	Local Service - 15 mph. Express Service 20-25 mph.	13.08 mph. 15.0 mph.	
	Schedule Speed - 12.27 to 12.99 mph. Operating Speed - 10 to 14 mph.	12.6 mph. 14.43 mph.	

7110

Directness of Service.

No more than 25% system-wide passenger have to transfer to reach destination.

Dependability

All busses should be no more than 2 min. late, and never early (Chapel Hill informal standard)

% between 0-2 min. late

Headway	% between 0-2 min. late
40 min.	61.5%
10-29 min.	66.1%
30-59 min.	70.4%
60+ min.	66.0%
Overall	68.1%

Bus Stop Spacing

No more than 7 stops/mile

6.12 stops/mile

Fares

Farebox revenues of the system must cover at least 40% of total operating costs.

46.7% total operating cost covered by farebox revenues.

Discontinuing Service

Any route which has less than 1/2 system total passengers/mile rate should be dropped or modified.

The system passengers/system miles is 1.81. Two routes fall below 1/2 of this for the sample ridership days

Selected -
D .89
N .71

7A12

CHAPEL HILL BUS SURVEY

Hello! The following questions are designed to allow us to determine the characteristics of our ridership for the purpose of providing a more effective and efficient service. If you will complete these questions by circling the appropriate answers it would be a great help to us. When you have completed the questionnaire please put it in one of the pouches marked "Survey" as you leave the bus. If you have too little time on the bus to complete the questions, you may write the time and date at the bottom and drop it in the mail—it is already addressed for your convenience. Thank you for your time and cooperation.

Sincerely,
Village Graphics and
The Chapel Hill Transit System

- 1. What is your age? (CIRCLE ONLY ONE)
 - 1. Under 16 years old.
 - 2. 17—25 years old.
 - 3. 26—45 years old.
 - 4. 46—65 years old.
 - 5. 66 years and over.
- 2. What is your sex? (CIRCLE ONLY ONE)
 - 1. Male
 - 2. Female
- 3. I am: (CIRCLE ALL THAT APPLY)
 - 1. Retired
 - 2. Housewife
 - 3. Employee of UNC
 - 4. Student at UNC
 - 5. Student (not at UNC)
 - 6. Employed downtown (not at UNC)
 - 7. Employed elsewhere within Chapel Hill
 - 8. Employed outside the town
- 4. I ride the bus: (CIRCLE ONLY ONE)
 - 1. Once a week or less
 - 2. 2-4 times a week
 - 3. 5-6 times a week
 - 4. 7-8 times a week
 - 5. 9-10 times a week
 - 6. 11 or more times a week
- 5. On this trip I am going: (CIRCLE ALL THAT APPLY)
 - 1. to my home
 - 2. to work
 - 3. to classes
 - 4. to do shopping
 - 5. to something recreational
 - 6. to lessons (music, etc.)
 - 7. to medical/dental apptment
- 6. On this trip I am going: (CIRCLE ONLY ONE)
 - 1. to Eastgate/Kroger area
 - 2. to University Mall area
 - 3. to UNC Campus
 - 4. to downtown business area
 - 5. to Glen Lennox area
 - 6. other areas
- 7. How many cars are there in your household? (CIRCLE ONLY ONE)
 - 1. None (go on to #10)
 - 2. One (go to next question)
 - 3. Two (go to next question)
 - 4. Three (go to next question)
 - 5. Four (go to next question)
- 8. Do you own a UNC parking sticker? (CIRCLE ONLY ONE)
 - 1. Yes
 - 2. No
- 9. Do you use a park-n-ride lot? (CIRCLE ONLY ONE)
 - 1. Yes
 - 2. No
- 10. During a bus trip, do you: (CIRCLE ALL THAT APPLY)
 - 1. Sleep
 - 2. Look out the window
 - 3. Look at bus advertising
 - 4. Talk with someone
 - 5. Read
 - 6. Think
- 11. Have you ever acted on or used information contained in the bus advertisements? (CIRCLE ONLY ONE)
 - 1. Yes, sometimes
 - 2. Yes, frequently
 - 3. No, never
- 12. Circle the last year of schooling you have completed:
 - 1. Grades 1, 2, 3, 4, 5, 6
 - 2. Grades 7, 8, 9
 - 3. Grades 10, 11, 12
 - 4. College 1, 2, 3, 4, 5+
 - 5. Trade School 1, 2, 3, 4+
- 13. Do you own a bus pass? (CIRCLE ONLY ONE)
 - 1. Yes (go to next question)
 - 2. No (go on to #15)
- 14. Do you own a: (CIRCLE ALL THAT APPLY)
 - 1. 40-ride pass (go on to #16)
 - 2. Youth pass (go on to #16)
 - 3. Sr. citizens pass (go on to #16)
 - 4. UNC-sold pass of any kind (go on to #16)
- 15. I don't own a bus pass because: (CIRCLE ALL THAT APPLY)
 - 1. It's too much money to pay out at once.
 - 2. I don't ride often enough to make it worthwhile.
 - 3. I just haven't gotten around to buying one.
 - 4. The places where they are sold aren't easy to get to.
 - 5. I just never thought about it
 - 6. I don't know how to get one
- 16. I live in the _____ block of _____ street or in _____ apartments.
- 17. What is the annual income of your household before taxes? (CIRCLE ONLY ONE)
 - 1. Under \$3,000
 - 2. \$3,000—\$6,999
 - 3. \$7,000—\$9,999
 - 4. \$10,000—\$14,999
 - 5. \$15,000—\$19,999
 - 6. \$20,000—\$24,999
 - 7. Over \$25,000

[L]

PLEASE DEPOSIT THIS QUESTIONNAIRE IN THE SURVEY POUCH AS YOU LEAVE

Additional comments and suggestions are welcome—please use the space provided on the back.

One of the questions raised was the number of riders. He explained that the monthly ridership figures formed a definite pattern over a year's time. The drivers count every person boarding, and the actual number of persons riding would be approximately one-half this number. Alderman Vickery pointed out Chapel Hill has the lowest expense per passenger of the North Carolina municipalities which have a transit system.

A study by UMTA on small city transit characteristics shows Chapel Hill to have one of the lowest expense per passenger costs nationwide. The deficit for this year is lower than last year which shows that the bus system is making progress. The pass sales for the first four months of the year have exceeded the pass sales for the same period last year. The portion of the budget given by the university has increased since last year. All of this means that dependency on revenue sharing has been reduced.

The services standards study being conducted is almost complete. This will provide a comparison of Chapel Hill's performance with other cities. Surveys are also being done by the town staff the Village Advocate. These will help to determine student attitudes and use of the system, marketing data, characteristics of users of the system, and consumer information on people not using the bus system. The analyses of these surveys will be completed in time to make input for the budget discussions. Alderman Vickery then expounded on the social cost savings which cannot be readily shown in dollar figures. These savings are shown in traffic reduction, air pollution, a decrease in the capital cost for parking facilities, and a decrease in the capital costs for streets and highways. Alderman Vickery concluded his report by saying that all costs must be taken into account before determining whether a deficit is too large. Alderman Smith asked if the Transportation Board was considering reducing routes at night which was not profitable. He thought the drivers should be asked for input as they know the routes well. Alderman Cohen stated the largest reason for the deficit is the artificially low fare prices. In many cities citizens pay over \$100 for a year's pass. He believes most people would pay more rather than be without the bus system. He added that the amount the university gives the bus system does not take into account the amount of revenue the town gets from students in taxes. The students receive few services for their taxes. Alderman Silver suggested the Board have a work session to discuss its aspirations for the bus system. ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN SILVER, TO RECEIVE ALDERMAN VICKERY'S REPORT. THE MOTION WAS CARRIED UNANIMOUSLY.

Council on Aging - Nominations

The nominations submitted for the vacancy on the Orange County Council on Aging are David J. Brunn and Wilson D. McKerrow. Ms. Marshall explained the Orange County Council did not feel it proper to make these nominations, therefore, they had asked the Chapel Hill Advisory Committee to make the nominations.

Future Agenda Items

Alderman Cohen reminded the Board that the general assembly session is beginning soon. He suggested a discussion on asking the legislature for an act to prevent citizens in Chapel Hill, Durham County, from having to go to two polling places in a general election which also had town issues to be voted on.

Mayor Wallace stated the Clerk needed to be given authority to administer oaths.

Alderman Vickery wanted scheduled a discussion on procedures for bargaining with the university for their share of town services.

Alderman Marshall said there was to be a report on car towing at this meeting which was not put on the agenda. She therefore, asked Mr. Shipman to place this on the next agenda. She added that she would like to see a step-up schedule or timetable for the planning staff in conjunction with the Planning Board that would place a first priority on the work necessary to complete the up-dated comprehensive plan in the shortest possible time. She asked for an ordinance to be drawn up for consideration, calling for the Planning Board and the Appearance Commission to consider projects before they came up for a public hearing.

There being no further business to come before the Board, ALDERMAN SMITH MOVED, SECONDED BY ALDERMAN HOWES, TO ADJOURN THIS MEETING.

The meeting was adjourned by unanimous vote at 11:20 p.m.

Mayor James C. Wallace

James C. Wallace

Town Clerk, David B. Roberts

David B. Roberts