

# Carolina Planning

C378/425

Vol. 17, No. 1  
Spring 1991



*Reviewing  
Transportation  
Alternatives*

---

## Editor's Note

---

The editors of *Carolina Planning* are pleased to present the Spring 1991 issue. Our contributing authors discuss the nature of various transportation-related problems and they share their points of view about alternative solutions.

The perception is growing among planners and citizens that problems exist in the transportation systems that serve both urban and rural areas. Pollution and congestion are no longer abstract problems but plague our everyday lives. Transportation touches upon so many issues--land use, economic development, social equity, environmental pollution, safety, capital financing --that we cannot begin to address the topic comprehensively in one issue of the magazine. However, the composite message expressed by the contributed articles is clear: our society is faced with some difficult transportation problems that will not go away overnight, despite the concerted effort of planners and knowledgeable citizens. Even as North Carolina's congressmen cry out for the state's fair share of federal urban mass transit funding, let us not be fooled into believing that more money is the entire solution to the problem.

Solving our transportation problems may partly hinge upon changing some of the traditions that virtually define the American way of life. As the population continues to grow, our country seems less expansive. In the Triangle, for instance, three discrete municipalities, Raleigh, Durham and Chapel Hill, are growing spatially toward each other, prompting a renewed look at the advantages of a truly functional intercity transit network. The hallmarks of the American psyche and life style include expectations of abundant space and distance from others so that we can practice independence, individualism, and enjoy privacy. The American transportation system, heavily reliant on the private automobile, has allowed us not only to have these things, but also comfort, convenience, time savings and the social status associated with car ownership. We are reluctantly beginning to acknowledge that the costs of this system, so well ignored over the past several years, must now be addressed.

But with optimism, let us suggest that the next several decades are going to be an exciting, albeit difficult, time in the evolution of transportation systems within urban areas and between cities and regions. A favorite quotation from American history addresses the need for change. President Lincoln in 1862 said to members of Congress: "The occasion is piled high with difficulty and we must rise with the occasion. As our case is new, so we must think anew, and act anew. We must disenthrall ourselves, and then we shall save our country." The emergency under which Lincoln gave this speech makes our current problems of transportation pale in comparison, but the message is transferable. During the 1990s, necessity will engender creativity, innovation and adaptation. But one additional hope, which I believe is shared by all members of the planning profession, is that with early and successful implementation of adaptive measures to keep our society mobile, our public debts under control, and our environment clean, we can avert crisis altogether.

Sara Jane Hendricks

Sara J. Hendricks  
EDITOR

Dale McKeel  
EDITOR

John P. Gliebe  
ASSOCIATE EDITOR

Margaret C. Stewart  
ASSOCIATE EDITOR

---

*Carolina Planning* is published biannually by students in the Department of City and Regional Planning, University of North Carolina at Chapel Hill, with the assistance of funds from the John A. Parker Trust Fund, Department of City and Regional Planning.

The opinions expressed in articles published in *Carolina Planning* are those of the authors and do not necessarily reflect the views of the Department of City and Regional Planning.

---

*Photograph and Illustration Credits:* David Hall and Associates, p. 2; Eric Long, Courtesy of Smithsonian Institution, p. 4; David T. Hartgen, pp. 7, 8, 9, 10, 11; Envirotek, Inc. pp. 15, 16; Snohomish County Transportation Authority, p. 24; Calthorpe Associates, p. 25; John Nolan, Courtesy of the Charlotte-Mecklenburg Historic Properties Commission, p. 26; North Carolina Collection, University of North Carolina Library at Chapel Hill, p. 27; Larry Allen, pp. 33, 34; Oldell Associates and RBA Group, p. 35; Public Transportation and Rail Division, NCDOT, pp. 38-39; Charles E. Jones, NCDOT, pp. 40, 42; James Charlier, pp. 46, 47, 48; Scott Kalnor, p. 54; John Hill, p. 58; Mary Ellen Yuhag Hagner, p. 59; North Philadelphia R/UDAT, p. 61; Dale McKeel, pp. 64, 65, 73; Sara Hendricks, pp. 69, 70; UNC Photo Lab, p. 76.

*Cover Photographs:* Courtesy of the North Carolina Collection, University of North Carolina Library at Chapel Hill. The photographs illustrate (beginning at the top and moving clockwise) a locomotive in Carrboro, circa 1910; the Wright brothers at Kitty Hawk; streetcars in Raleigh, circa 1931; and a toll gate in Watauga County, circa 1910.

---

*Carolina Planning* wishes to thank the Alumni Association of the Department of City and Regional Planning, Catherine Bisher, Michael Brady, Pat Coke, Asta Cooper, Linda Drake, Bruce Egan, Betty Geer, David Godschalk, Mary Ellen Yuhag Hagner, Bill Holman, Mike Luger, Emil Malizia, Michael Stegman, and the Center for Urban and Regional Studies.

Subscriptions to *Carolina Planning* are available at an annual rate of \$10.00, or \$18.00 for two years. Back issues are available for \$6.00 per issue.

*Carolina Planning* welcomes comments and suggestions on the articles published. We are currently accepting articles for our Spring 1992 issue. Please address all correspondence to: *Carolina Planning*, The University of North Carolina at Chapel Hill, Campus Box # 3140, New East Building, Chapel Hill, North Carolina 27599-3140.

*Carolina Planning* is printed by the UNC Printing Department on recycled paper.

© 1991 Department of City and Regional Planning



# Carolina Planning

A Student-Run Publication of the University of North Carolina  
Department of City and Regional Planning

Vol. 17, No. 1  
Spring 1991

---

In the Works	Preserving the Rustic Character of Roadscapes: Montgomery County's Rural/Rustic Roads Program	Glenn S. Orlin	3
	I-40 Opens! . . . Now What? A Case Study in Pro-Active Regional Planning	David T. Hartgen Nancy Roy	7
	A Global Air Cargo-Industrial Complex for North Carolina	John D. Kasarda	13
	Research and Advocacy Group Established	Chester Hartman	18

---

Forum	A <i>Carolina Planning</i> Interview with Wib Gulley	Carolina Planning Staff	19
	A Call for the Integration of Transportation and Land Use Planning	David Bonk	23
	Urban Development, the Environment and Automobility	George T. Lathrop	27
	Protecting Our Mobility: An Overview of Alternatives	Larry Allen	32

---

Articles	Freight Transportation: Preserving the Rail Service Option	Pamela R. Davis	36
	Growth Management and Transportation: The Florida Experience	James Charlier	43
	The R/UDAT as Urban Theater: A Planning Alternative for North Philadelphia	Sally Harrison	53
	The Experience of a R/UDAT Volunteer	Cathie Dopkin	56
	Local Regulation of Billboards: Settled and Unsettled Legal Issues	Frayda S. Bluestein	62
	From Walk-A-Thons to Congressional Hearings: Rural Transportation Services Come of Age	Connie Garber	67
	Where to Draw the Line: Using GIS to Incorporate Environmental Data in Highway Placement Decisions	Sarah Burdick	71

---

Department News	Departmental Papers	75
	A Tribute to Floyd McKissick	76

## LETTER TO THE EDITORS

### 1963 Tarboro Plan Not Completely Shelved

The Fall 1990 issue of *Carolina Planning* was one of the best, with an excellent mix of articles. The watershed protection article was especially timely, since North Carolina recently adopted standards for water supply watersheds which must be adopted and enforced by local governments with watershed jurisdiction. The Nags Head article was of personal interest to me, since I once worked for the town as a planner with the state in the early 1960s and later as planning director. Also of special interest to me was the article on Tarboro ["Downtown Revitalization and Historic Preservation In Small Town America: A Case Study of Tarboro, North Carolina," page 50]. Tarboro was also one of "my towns" when I worked for the North Carolina Division of Community Planning in the 1960s. The 1963 plan for downtown Tarboro was completed while I worked with the town, however, all of the credit for the plan is due to Jerry Turner, AICP, now of Jerry Turner and Associates of Raleigh, N.C. and John Voorhees, now retired, of Raleigh, N.C.

Of significant concern to me, however, is the way the 1963 plan (actually published in September 1964) was summarily dismissed in the article. The article states that "In 1963, a plan for the redevelopment of downtown Tarboro called for the clearance of several blocks on either side of the commercial area for parking and future development. Fortunately this plan was shelved. The proposed demolitions would have leveled a large portion of the historic district and significant commercial buildings in lower downtown."

I'm not sure the 1963 plan was shelved, not all of it anyway. It is certainly alive and well in downtown Tarboro today. Except for the "Albemarle" and a different treatment of the waterfront (Jerry and John proposed a public boat slip-marina with possibly a restaurant) all of the more significant

downtown projects mentioned in the article were first proposed in the 1963 plan. In fact, I'm amazed at the similarities, even to the use of the same type street tree (Darlington Oak), although Jerry and John favored a sand base with brick or pebbles whereas the later use of cast iron grates may be a better choice. The clincher, however, is the photograph [page 53] of the Courthouse Square completed in 1981, which is described as the "focal point of downtown Tarboro and best symbolizes its revitalization efforts." An artist's rendition of that square about eighteen years before it was constructed adorns the cover of the 1963 plan. At that time the courthouse was newly constructed on a street behind Main Street and faced the back end of a parking lot and the rear of the buildings on Main Street. The courthouse was a large, very attractive building that could not be seen as a whole because of its location close to the street. Thus its visibility became a major issue in the 1963 plan and the rest, as it is said, is history.

I'm not sure there is a moral to this story except that if the 1963 plan was indeed shelved, surely it planted some seeds in the right places. When my wife and I were first married, the City Directory canvasser thought she said I worked as a "planter" and asked what I planted. Maybe she should have said "Urban Planning Seeds."

**Stephen E. Davenport, AICP**  
Senior Planner, Benchmark, Inc.  
Kannapolis, North Carolina

---

*The editors welcome and encourage readers to write with questions and comments. Letters should be addressed to Editors, Carolina Planning, The University of North Carolina at Chapel Hill, Campus Box # 3140, New East Building, Chapel Hill, NC 27599-3140.*



*Artist's rendition of Courthouse Square in Tarboro, from the 1963 plan.*