

MINUTES
ORANGE COUNTY OUTBOARD
AUGUST 21, 2019
REGULAR MEETING

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54

MEMBERS PRESENT: Art Menius, Little River Township Representative (Chair); Brantley Wells (Vice Chair), Hillsborough Township Representative; Ed Vaughn, Cedar Grove Township Representative; David Laudicina, Cheeks Township Representative; Heidi Perry, At-Large Representative; Erik Broo, At-Large Representative; Randy Marshall, Bingham Township Representative; Johanna Birckmayer, At-Large Representative; Jenn Sykes, At-Large Representative; Todd Jones, At-Large Representative; Alyson West, At-Large Representative;

MEMBERS ABSENT: Donna Musson, Eno Township Representative; Amy Cole, At-Large Representative, Chapel Hill Township Representative - Vacant;

TRANSIT ADVISORY SERVICES MEMBERS PRESENT: Theo Letman, Allyson Coltrane; Teleishia Holloway, Lisa Berley; Alison Smith; Erica Bryant, Beverly Scurry; Anna Sienna;

STAFF PRESENT: Tom Altieri, Comprehensive Planning Supervisor; Nish Trivedi, Transportation Planner; Tina Love, Administrative Assistant III;

OTHERS PRESENT: Zachary Hallock, Town of Carrboro; Matt Day, TARPO

AGENDA ITEM 1: CALL TO ORDER, DETERMINATION OF QUORUM AND INTRODUCTION OF NEW MEMBERS

Art Menius called the meeting to order.

AGENDA ITEM 2: APPROVAL OF MINUTES

MOTION by Randy Marshall to approve the May 15, 2019 OUTBoard Minutes with changes. Seconded by Heidi Perry.

VOTE: UNANIMOUS

AGENDA ITEM 3: CONSIDERATION OF ADDITIONS TO AGENDA

Art Menius: I have 2, one being an update on the new transportation planner and a letter thanking Abigail for her work.

AGENDA ITEM 4A: OCPT/ORANGE COUNTY COMMUTER OPTIONS (OCCO) UPDATE (THEO LETMAN)

Theo Letman gave updates on the County's commuter options.

Heidi Perry: Is there not currently a transit plan?

Theo Letman: The one from 2017 is still in effect. Most of that plan had a light rail component to it, so we have to redo the plans. We have to start thinking of ways to reauthorize those funds. Another plan going on in the community is a commuter-rail project, a long-range rail project which includes Wake, Durham, Alamance and Orange Counties. They are also trying to connect a commuter-rail line from Selma to Mebane. The component that our jurisdictions cover are from Wake County to Alamance.

David Laudicina: Do you think they would be expanding it out to Hillsborough?

Theo Letman: The Hillsborough station is a part of it.

David Laudicina: With the money that we voted to go towards light rail, will that be extended to cover the commuter rail to Hillsborough and beyond in Orange County?

Nish Trivedi: The Hillsborough station is a committed STIP project.

David Laudicina: I'm not talking about the Hillsborough station I'm talking about the commuter rail.

55 Heidi Perry: The transit tax was not only dedicated for light rail; it was for all transit.

56
57 David Laudicina: Light rail was the largest component. I think people voted for that money with the thought that the light rail
58 is going to be coming along.

59
60 Jenn Sykes: I think part of your point is that during those light rail discussions Hillsborough was not incorporated into that
61 commute and for it to hit Mebane, Hillsborough is a logical stop on that commuter line.

62
63 David Laudicina: We have this money that we voted for, and it would be nice if we could get a commuter rail stop extension
64 out to Hillsborough.

65
66 Erik Broo: There is a spur, I think, UNC uses to bring coal down to its power plant. Has there been a discussion or can
67 there be a discussion about using that as a commuter-rail line for anyone who wants to get to the UNC campus from
68 Raleigh, Durham, Cary, or Hillsborough? I would be interested to learn how this goes and when incorporating Chapel Hill
69 into this.

70
71 Theo Letman: That's a good point and we will bring that up. There were discussions in the meeting and we have ongoing
72 meetings with staff and GoTriangle. We have discussed spurs and different lines that could feed into the main line, but
73 there are a lot of issues with railroads. *CSX and Norfolk Southern are at the meetings and have agreements with Amtrak*
74 *and the North Carolina Railroad to run across their track.*

75
76 Nish Trivedi: Theo, please, correct me when I speak about this. Capital Area Metropolitan Planning (CAMPO) and Durham
77 ECAC-MPO has conducted a major investment study, the MIS study regarding commuter rail. The study was completed
78 earlier regarding Wake and Durham, and is being revisited to include Orange, Alamance, and Johnston Counties regarding
79 the Mebane to Selma extension. There's a lot of work that needs to be done in conducting and improving upon the already
80 conducted major investment study that has been done between Campo and Durham for the commuter rail project. As work
81 continues in the region that would be incorporated into the new transit planning. Wake, Orange, and Durham are all
82 updating their transit plans while the major investment study is being done; commuter rail is just one component of all of
83 that.

84
85 Theo Letman: This study is just beginning. Getting all the partners and entities together is a vital first step.

86
87 David Laudicina: Will this project be a new start if they are going for federal money?

88
89 Theo Letman: I think that's one of the funding streams they will look at.

90
91 David Laudicina: That's 50 percent, and the length of time to get that is unbelievable. What will the legislature going to do
92 to this project? Are they going to nail it like they did the light rail?

93
94 Theo Letman: There are lots of issues and concerns, but in my observation everyone is at the table. We are all open to
95 ideas and expressing our concerns for our advocacy. So far so good.

96
97 Erik Broo: Are there any public access meetings concerning the new transit plan and the commuter rail discussion?

98
99 Theo Letman: I don't think we have discussed that initial meeting yet.

100
101 Tom Altieri: We will be embarking on a 1 to 2 year process to develop that transit plan and anticipate consulting services to
102 assist. The meetings that were originally conducted and the outreach we anticipate to be of the same magnitude as part of
103 this plan. Although not a new plan, it is a review of the plans that have been done and then building on services in the plans
104 to address what would be done and how to integrate services in the absence of light rail. Part of the outreach will include
105 educating the community on the finances. The light rail was financed to a significant degree and was cost shared with
106 Durham. Durham collects more money from the sales tax revenue so it will be able to do more with what it has left over in
107 the absence of light rail. Orange County is different and we also have the Chapel Hill transit BRT project that we will have to
108 fund in addition to services provided by the previous plans. We anticipate additional services as part of the effort.

109 Nish Trivedi: Durham County has an Engage Durham website if you want to participate in their transit plan update.

110

111 Jenn Sykes: Some of the insurance companies that got these contracts to administer Medicaid are doing grants to help
112 county governments and transit. The concept is called social determinants of health and it is about getting people to and
113 from appointments and making sure they have housing stability. These are some funding sources you might want to start
114 paying attention to. You may want to look at insurance companies to get grant money at the moment.

115

116 Theo Letman: We are going to provide services in the county, but how we do it is going to be the mess for us.

117

118 Jenn Sykes: I think there is a piece in Medicaid where they are encouraged to ask each patient if they have access to
119 transportation and then move that forward.

120

121 Theo Letman: I've heard some counties say they may even stop doing Medicaid transportation due to the confusion.

122

123 Heidi Perry: Will the new Sprinter-type vans have bike racks on them?

124

125 Theo Letman: Yes.

126

127 Lisa Berley: About how many seats will be in the new line? Let's say there isn't a wheelchair on there that particular day.

128

129 Theo Letman: It's probably going to get up to 15 people.

130

131 **AGENDA ITEM 4B: OCPT MOBILITY ON DEMAND (ALLYSON COLTRANE, THEO LETMAN) –**

132 *Allyson Coltrane and Theo Letman gave a presentation and updates.*

133

134 Heidi Perry: Will this service be available to anyone?

135

136 Theo Letman: Yes. It will be open to the public.

137

138 Heidi Perry: Is Orange County contracting with private citizens to provide the service or are we hiring full-time drivers; how
139 will it work?

140

141 Theo Letman: My plan is to hire part-time drivers like Uber and Lyft. They will go through safety training class to teach them
142 Orange County's way of providing customer services. This will be an augmented training process. We will conduct
143 background checks and they will work for Orange County transportation services on a part-time basis.

144

145 David Laudicina: Have you thought about a monthly pass?

146

147 Theo Letman: I don't know yet. I think it may be more of a debit kind of situation.

148

149 Beverly Scurry: I see on the survey that you have a 5 to 8 option; is that as late as you will operate?

150

151 Theo Letman: We are still planning with TransLok. We are looking at perhaps 5 to 9 during the weekday and on Saturday.
152 A consistent theme has been transit services on Saturday.

153

154 Beverly Scurry: How are you promoting the survey?

155

156 Allyson Coltrane: We have contacted the main communicators and the communication group to send it out, but I can
157 definitely forward to everyone here if they want to relate it back to anyone else. We will probably do a bigger push to get it
158 out there sometime next week.

159

160 Erik Broo: The vehicles will be provided by our County for these part-time drivers; is that correct?

161

162 Theo Letman: The vehicle procurements that I described will start with five vans.

163
164 Todd Jones: Is this to address the issue of a lack of consistent availability for transportation in Hillsborough?
165

166 Theo Letman: In general, it's a fresh look at a fresh service that's going on across the country. Other communities have a
167 strong presence of Uber/Lyft but not so much here North Carolina. I think by public perspective more transit agencies are
168 going to this model. Some have even replaced their paratransit services with Uber/Lyft style services, mobility on demand.
169

170 Lisa Berley: I would like to highlight that it's a way of people getting out of going into another County, maybe to Alamance or
171 Durham where the other local transportation services don't necessarily get you across there.
172

173 Theo Letman: In our region, we need to have better coordination with linking up our services.
174

175 Lisa Berley: I am imagining that you can get a ride to outside of the county.
176

177 Theo Letman: We probably won't go deep into Alamance County.
178

179 Lisa Berley: Not deep but to help people who are living near that border.
180

181 Theo Letman: Transportation services are to serve all people and it should never be looked down upon. I think providing
182 this service gets us away from that kind of stigma that had it been associated with the service. Providing a service that
183 meets the growing need will be very helpful.
184

185 Alyson West: What is the specific safety training the new drivers will go through to handle bicyclists and pedestrians on the
186 road and how they interact with them?
187

188 Theo Letman: We will keep up the standard of safety training. We have several defensive driving systems that are
189 nationally recognized that we take the staff through. We will also have our drivers take a cone course. This will include
190 EMS folks and any other admin folks who drive County vehicles.
191

192 Erik Broo: Is there any effort to put some device on the bus that measures G-forces or steering and breaking inputs to
193 determine the severity of them to determine if a driver should be flagged for retraining?
194

195 Theo Letman: We do take our drivers to regular training and retraining. We emphasize their handling of the vehicle. There
196 are devices and systems that we can deploy on our vehicles that can monitor that. Telemetry is something that we might
197 look at we upgrade our surveillance systems.
198

199 **AGENDA ITEM 4C: OCPT ADMINISTRATIVE UPDATES (THEO LETMAN) –**
200 *Theo Letman gave updates on the department's transit projects.*
201

202 **AGENDA ITEM 4D: TRANSIT ADVISORY SERVICES (TAS) COMMENTS/QUESTIONS (THEO LETMAN) -**
203 *Theo Letman asked if any TAS members had any additional questions or comments*
204

205 **AGENDA ITEM 5: REGULAR OUTBOARD AGENDA**
206

207 **AGENDA ITEM 5A: BICYCLE SAFETY IMPLEMENTATION SUBCOMMITTEE (BSIS) RECOMMENDATION ON FUTURE HANDLING OF**
208 **BICYCLE SAFETY IMPLEMENTATION (NISH TRIVEDI)**
209

210 Heidi Perry: How regular will the updates be?
211

212 Nish Trivedi: The recommendation was no more meetings and to have this done at the regular OUTBoard meetings.
213

214 Todd Jones: We may want to make sure that's part the recruitment and selection criteria for board members is to make sure
215 there is some cycling, pedestrians, and any other alternate forms of transportation representation. If the composition of that
216 element is lost, there may not be the same emphasis on alternative forms of transportation that this recommendation

217 assumed.

218
219 Nish Trivedi: That would be a discussion for future meetings regarding the process, not necessarily a subcommittee thing
220 within the OUTBoard but a procedural administration of the OUTBoard itself.

221
222 Todd Jones: There is some mechanism for preserving that interest among the members.

223
224 Heidi Perry: Can we find out what is happening with the radio ads?

225
226 Nish Trivedi: We will try to get an update on that.

227
228 Alyson West: Are all the signs up?

229
230 Jenn Sykes: The signs are up.

231
232 Erik Broo: Do schools have ride your bike to school with your parent's day? Is this something we could co-op to get rid of
233 the swag?

234
235 Alyson West: Bike to School Day is in May.

236
237 Heidi Perry: There's one in October and there's one in May. We would have to get the schools on board with that and it
238 would take manpower. A lot of stuff was geared towards adults and should be shared with the public.

239
240 Nish Trivedi: As I mentioned the work will be continued through the OUTBoard, and you can continue discussing how you
241 want to move forward without a subcommittee.

242
243 Heidi Perry: Can we find out about the upcoming events in and around Hillsborough like a transportation fair?

244
245 Nish Trivedi: There are local events that occur in Hillsborough like Last Fridays and the Farmer's Market that allows
246 nonprofit organizations to put tables. There are similar things happen in Carrboro and Chapel Hill, and I can find out
247 information as an OUTBoard update.

248
249 Alyson West: The idea is to get the message out to people that are not necessarily cyclists. Is there staff time to do tabling
250 like other community outreach?

251
252 Tom Altieri: I don't see this as an end to the bicycle safety efforts and the work that the subcommittee was doing. If we
253 have assistance from volunteers and the ability to set up tables and give out the swag and material that would be fine. My
254 understanding is that the subcommittee's work was winding down and it seemed to make sense that it was time to dovetail
255 into the OUTBoard's work.

256
257 Art Menius: Since you are the microphone, and it is relevant to the discussion.

258
259 Tom Altieri: I would say that we continue with the new planner when they are hired. We have initiated the recruitment
260 process and have posted the position as a planner with a focus on transportation and land use.

261
262 Alyson West: I don't have a problem with dissolving the subcommittee, but I think that getting the message out still needs
263 to get done. At this point, if there is not going to be a subcommittee and specific people involved, it would benefit the county
264 to invest some staff time in getting the message out because the commissioners did support it and the money is there. The
265 materials are there, marketing is there, it's ready and there is momentum. You don't want to lose that.

266
267 Tom Altieri: That is understood.

268
269 Heidi Perry: I'd be happy to volunteer, but I do not want to be "the person". I would like for there to be a staff person, and I
270 would help.

271
272 Tom Altieri: Okay. Note taken.

273
274 **MOTION** by Heidi Perry to end and the recommendation of dissolving the subcommittee and folding the work into this body.
275 Seconded by Todd Jones.
276 **VOTE: UNANIMOUS**

277
278
279 **AGENDA ITEM 5B: DRAFT CARRBORO BIKE PLAN (ZACHARY HALLOCK)**

280
281 Zachary Hallock provided maps for the Board and reviewed the Draft Carrboro Bike Plan. The next steps are for Carrboro to
282 get a completed draft by the end of this month which will be forwarded to DOT for review at the same time. Staff interest
283 was to have another opportunity to have the OUTBoard provide comments on the full draft plan probably around September
284 or October.

285
286 Heidi Perry: When do you expect to show it to the Board of Alderman?

287
288 Zachary Hallock: Sometime in the fall. November might be the window based on how busy they are.

289
290 Heidi Perry: I noticed that the Jones Creek Greenway had gone out again for a second bid.

291
292 Alyson West: The Morgan Creek one is the one that keeps going out.

293
294 Zachary Hallock: Morgan Creek. Jones Creek is in design.

295
296 Randy Marshall: Is there any designation that separates commuter cycling from recreational cycling?

297
298 Zachary Hallock: Recreational cycling is a different beast than the commuting traffic which tends to be shorter length.
299 There hasn't really been that specific intentionality and how these routes are designated.

300
301 Randy Marshall: Is there any thought to having traffic counts for bicyclist?

302
303 Zachary Hallock: I know the MPO's do traffic counts, bicycle and pedestrian counts and **streamline** counts. In terms of what
304 the Town itself has done, is cut a little bit outside of our manpower in the scope of the plan, but there's data that we use to
305 work with.

306
307 Heidi Perry: There is a counter right at Old 86 going out of Carrboro that they've been taking counts from, and it shows 250
308 bikes on a Saturday.

309
310 Randy Marshall: But that's simply a matter of justification as to the higher priority for putting bike lanes there.

311
312 Heidi Perry: They just don't score well. Just to talk about Old 86. It's been looked at in different lights because it is an
313 economic tourism tool from Hillsborough to Carrboro which gives people a route that way, it also is the shortest difference
314 between Carrboro and Hillsborough to work, meet, or have recreation. Bottom line we want them to be used for both.

315
316 Alyson West: The demand is there on Old 86 and should be calculated in the STIP which it isn't. That's another reason to
317 revise how that scoring works.

318
319 Nish Trivedi: In terms of SPOT scoring, were are currently going through SPOT 6.0. The bike scoring for bike-ped Project
320 6.0 is totally different than 5.0 and 5.0 was totally different than 4.0. 4.0 was when it became very quantitative and more
321 detailed. From my experience, 7.0 is going to be radically different than 6.0 and it constantly changes and evolves. We
322 have staff do our best to keep up with DOT and how their workgroups do things.

323
324 Erik Broo: In our group, we talk about Old Fayetteville between Hillsborough Road and Calvander because that stretch of

325 road is dangerous. The idea I have is to encourage the DOT to meet the expectations of the county and Carrboro. If there
326 were bike-ped improvements on either side of that sector of the corridor, would the DOT be more inclined to think about that
327 specific short piece of very dangerous road and possibly think of the idea that they are falling behind the other
328 municipalities?

329
330 Zachary Hallock: The map is to tell the MPO that these are the projects that we like to prioritize and might someday submit
331 to SPOT. DOT will see that these are our priorities, but we can't bind them into anything.

332
333 Erik Broo: Is there any way to encourage them through action?

334
335 Nish Trivedi: The other issue to remember is the local match requirement with bike-ped projects. It's not just simply
336 identifying a bike-ped project or improvement, it's who is going to pay for it and who is going to administer that project and
337 monitor DOT doing the work. Is putting the local jurisdictions responsible. The cost plays a big part in who is paying, doing,
338 and administering the project and the DOT is putting this onto the jurisdictions more and more.

339
340 Alyson West: What's the plan for restarting the conversations on the Greenways that have been adopted that are not be
341 discussed right now.

342
343 Zachary Hallock: That's a discussion for the Carrboro Board of Alderman.

344
345 Alyson West: Do they have a plan to restart the conversation, or are they just stalled?

346
347 Zachary Hallock: They have a time point have to have the current conversation completed by. I think it is sometime next
348 year.

349
350 Alyson West: Regarding the short-term and long-term priorities in the draft plan and the idea of the long-term big picture
351 ideas; are there funding implications for not having specific facilities listed in the bike plan?

352
353 Zachary Hallock: The reason for not putting some of those on the map was based on some of the reactions we have gotten
354 in the past for putting things on maps. We wanted to make sure it was still the plan to get covered.

355
356 Alyson West: Does it fall out of the CTP and the other bigger plans?

357
358 Zachary Hallock: Those are separate amendments that would have to happen anyway. Once this is adopted, and we
359 decide to amend the MTO/CTP/or MTP we could include those.

360
361 Alyson West: Keeping the Old 86 segment in the plan is important for keeping it listed in the prioritization, even if it's not
362 scoring well, right?

363
364 Zachary Hallock: Yes.

365
366 Alyson West: I'm just worried that some of these things not been in the plan are going to prolong their funding or being able
367 to move forward.

368
369 Zachary Hallock: As it stands right now, there are no protected bike lanes anywhere on a NCDOT maintained road in the
370 state. I think the idea would hinge on Jones Ferry being successful and then saying; can we show all the protected bike
371 lanes that we are interested in?

372
373 **AGENDA ITEM 6: STAFF REPORTS/UPDATES**

374
375 **AGENDA ITEM 7: INFORMATION ITEMS**

376
377 **AGENDA ITEM 7A: CHAPEL HILL TRANSIT NORTH-SOUTH BUS RAPID TRANSIT LOCALLY PREFERRED ALTERNATIVE (NISH**
378 **TRIVEDI)**

379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428

David Laudicina: I notice this is a small start program and it's registered with the FTA. Do the small starts not have to go through the extensive engineering; is that why you're able to do it so quickly?

Nish Trivedi: They are doing the 30-percent engineering design right now. Their town has already approved the locally preferred alternative which has been adopted earlier this year. So they are putting the package agreement together to get a rating for how it's going to rate against other small start programs across the country. The engineering should be complete by 2019/2020 to start construction.

David Laudicina: Where's the money coming from? Is it a 50/25/25?

Nish Trivedi: No. There is also a project being submitted in the SPOT 6.02 to get funding from the state to make it to the STIP. There are three versions of it right now in the current 2017 County transit plan, so there is funding from the county transit plan that's going towards this. There's the Board of County Commissioners, DCACMPO, and Chapel Hill transit which have all approved amending the transit plan to put more money towards this project. When the STIP comes out in the next two years we will see how it does in SPOT 6.0 to get state funding.

David Laudicina: Is the state going to put some money too, and how will we be sure that they're not going to kill it like they tried to kill light rail project?

Nish Trivedi: We will find out when the next STIP comes out in the 10-year window whether it's to be a committed project or a development project.

David Laudicina: Where does the local money come from?

Nish Trivedi: The County transit plan.

David Laudicina: From the tax thing that they put through?

Nish Trivedi: Light rail is one project and this is another project that is in the adopted plan.

AGENDA ITEM 7B: MPO/RPO NCDOT UPDATES (NISH TRIVEDI)

Heidi Perry: So what we received is not the complete policy, right?

Matt Day: The policy itself is just those couple of pages.

Alyson West: It says under the planning and design guidelines that the NCDOT roadway design manual isn't the authoritative reference, Section H. If that's not updated for the engineers, is anything going to change?

Matt Day: I don't know. One thing we were told is that DOT is changing their standard roadway drawings. The standard drawing used to be with wide outside lanes as their standard bike provision, but this is no longer going to be the standard bike provision.

MOTION by Heidi Perry instructing Art Menius to write a letter of appreciated to Abigail Pittman. Seconded by Alyson West.

VOTE: UNANIMOUS

AGENDA ITEM 8: ADJOURNMENT

Motion to adjourn.

Art Menius, Chair