

MINUTES
ORANGE COUNTY OUTBOARD
October 16, 2019
REGULAR MEETING

1
2
3
4
5
6 MEMBERS PRESENT: Art Menius, Little River Township Representative (Chair); Heidi Perry, At-Large Representative; Ed
7 Vaughn, Cedar Grove Township Representative; Todd Jones, At-Large Representative; Jenn Sykes, At-Large
8 Representative; Amy Cole, At-Large Representative, Eric Broo, At-Large Representative; Randy Marshall, Bingham
9 Township Representative;

10
11 MEMBERS ABSENT: Johanna Birckmayer, At-Large Representative; David Laudicina, Cheeks Township Representative;
12 Brantley Wells (Vice Chair), Hillsborough Township Representative; Eno Township Representative - Vacant; Chapel Hill
13 Township Representative– Vacant; At-Large Representative - Vacant;

14
15 STAFF PRESENT: Tom Altieri, Comprehensive Planning Supervisor; Nish Trivedi, Transportation Planner; Tina Love,
16 Administrative Support

17
18 OTHERS PRESENT: Zachary Hallock, Town of Carrboro;

19
20 AGENDA ITEM 1: CALL TO ORDER, DETERMINATION OF QUORUM AND INTRODUCTION OF NEW MEMBERS
21 Art Menius called the meeting to order.

22
23 AGENDA ITEM 2: APPROVAL OF MINUTES
24 MOTION by Heidi Perry to approve the January 16, OUTBoard Minutes with correction. Seconded by Todd Jones
25 VOTE: UNANIMOUS

26
27 AGENDA ITEM 3: CONSIDERATION OF ADDITIONS TO AGENDA
28 There were none.

29
30 AGENDA ITEM 4: REGULAR OUTBOARD AGENDA

31
32 AGENDA ITEM 4.A.: NC 54 WEST CORRIDOR STUDY SUPPLEMENT (A.K.A. PHASE II) – NISH TRIVEDI

33
34 *Nish Trivedi gave a PowerPoint presentation on the NC 54 West Corridor Study*

35
36 Nish Trivedi: This report is now up for public comment, it's going through a 30 day public comment period. VHB will
37 present this the Board of County Commissioners on the 7th.

38
39 Nish Trivedi: The slides showing future projections of jobs –shows to be at the ends of the corridor and beyond those
40 ends. The model takes into consideration and projects where the traffic is going to be.

41
42 Heidi Perry: So, if we could just get all those people who are moving into Mebane, Chapel Hill and Durham, to have
43 jobs in Mebane, Chapel Hill, and Durham.

44
45 Jenn Sykes: Just knowing from the hospital the demographics, you get the doctors coming north and throughout the
46 Carrboro/Chapel Hill area to the hospital. All the nurses are in Alamance County. All the environmental services are
47 Alamance County. I've had enough people I know say, I would use the bus if I can get better hours for it and get slightly
48 more extension on where need to go. And they want a crosswalk.

49
50 Nish Trivedi: One of the things VHB was asked, UNC, the school and hospital. Where are the people coming from,
51 what is happening, and why? UNC only accounts for 12 percent of the traffic along NC-54. Orange County was the
52 focus of Phase 2 study and almost 60 percent of UNC commute is on the east side from Durham, Wake, and a little bit
53 further southeast.

54
55 Heidi Perry: I think I read a study once that said for every Lane you actually increase the number of crashes.
56
57 Nish Trivedi: NC DOT has a thing called frequency. High frequency crash locations. This data is from 2012-2016.
58
59 Randy Marshall: The data is no longer particularly reliable or valid if the conditions on the road have changed.
60
61 Heidi Perry: We need this data for that year.
62
63 Nish Trivedi: I will get this updated and if there's any new data for this high frequency.
64
65 Erik Broo: Roundabouts lowers speed on the corridors especially at intersections which is why they're safer.
66
67 Nish Trivedi: Just to let you know the independent local decisions for the corridor have been made. In November 6
68 2018 Graham Town Council approved the whole study. Not just for their area. Last week, Carrboro made its decision.
69 I don't want to paraphrase Carrboro, I put a link to the video from last night's meeting. I highlighted a couple of
70 questions. These are some the issues that I thought were relevant. The decision Carrboro made was rejecting phase I,
71 Old Fayetteville Road to Dodsons Crossroad widening and improvements along that section.
72
73 Tom Altieri: It's my understanding that there's a resolution that will be forthcoming.
74
75 Zachary Hallock: I have a timestamp if you want to go and here the exact resolution.
76
77 Nish Trivedi: I have asked the clerk to give a draft so we can so we can include it in the packet for the Board of County
78 Commissioners. And for Graham it was in the minutes which was unanimous, they didn't do a resolution.
79
80 Art Menius: Can you distribute a link or download to your PowerPoint? There's a lot of information in there I'd like to
81 review.
82
83 Nish Trivedi: I'll send both the PowerPoint and the link.
84
85 Zachary Hallock: The Public input session that is not at a presentation is in Carrboro next Thursday 6 p.m.. We will be
86 there with some images. The consultants will be there and there will be another formal presentation as well with a Q&A
87 session.
88
89 Zachary Hallock: Next week we have the official resolution I'll get that over to you so you can see exactly we said.
90
91 Nish Trivedi: I will include it in the BOCC packet when BHP presents. The request right now is this a public comment
92 period. You are welcome to make comments, and I will include them and submit them to VHB and Aaron at the MPO
93 and you are also welcomed to make as you are charged to recommendations to the board.
94
95 Heidi Perry: I feel there's a lot of technology at a lower level that can be implemented a lot sooner that could make
96 intersections safer. There are ways to control speed. We should try to support that to make our roads safer.
97
98 Nish Trivedi: I think VHB touched on that the first public hearing in November. They created a column with the
99 comments of all the comments they received in first public rounds reviewed and they had responses. I think one of the
100 responses involves ITS, Intelligence Transportation System. I'll look into that and asked them.
101
102 Amy Cole: I would like to know the crash rate differences between a 10-foot lane cost, a 11-foot lane, and a 12-foot
103 lane with the speed limit that we are referring to on 54.
104
105 Nish Trivedi: I think DOT has a library and they did a study on that. I'll have to look into that and get that information for
106 you because. They have one for capacity, and I think they have one for crash rate as well.

107
108 Amy Cole: I would like to get information on where UNC staff is commuting from it would like to know how that has
109 changed in the last ten years.

110
111 Heidi Perry: I was wondering if there was a way to compare it to like, is this area growing in terms of the number of
112 people coming in from this area as opposed to ten years ago. I don't know if that exists but would be great if it did.

113
114 Nish Trivedi: I'll look into that from the UNC demographer and to Carolina Demography.

115
116 Heidi Perry: On every single cross-section that they show, they need to make it very clear that there's not right away for
117 the bike-ped thing that is there. There should be a way for bikes and pedestrians to get safely from a part of it to
118 another. I don't think it needs to go from here to Mebane or to Burlington, but I think it's disingenuous to show it on their
119 as a cross-section when it is really still an add-on. I feel like they're doing that just to comply with lead streets, but they
120 aren't complying with it if there's no right-of-way for it.

121
122 **AGENDA ITEM 5: STAFF REPORT/UPDATES**

123
124 Tom Altieri: The Planning Department has hired a new planner and his name is Tom Ten Eyck, he has been working
125 with NC Central University as their TDM coordinator. He has a Master's Degree in Urban and Regional Planning from
126 Iowa and a Bachelor's Degree in English from Miami. He starts Monday, October 21st. Also there was some questions
127 and discussion from the TAS portion of the August meeting about the Transit Plan update. It was mentioned another
128 robust outreach process similar to what was done in 2017 with the updated plan. We have received new information
129 from GoTriangle, specifically information about the financial model and now have a full understanding of how much
130 additional monies there are available to Orange County absent the light rail project. For the next five years there is little
131 to none. The reason for that, primarily, is that we have a Chapel Hill Transit BRT project that will need funding for the
132 next few years. Beyond five years, we do begin to build up some surplus capacity again in those funds and will have the
133 ability to expand upon some services at that time. What I think will take place is, we are going to have to have some
134 type of an outreach to communicate to the public, what are the services that can be expected, a review of what was in
135 the 2017 plan and then this explanation to be able to show the financial landscape. There is a lot of work to be done,
136 including the cost share and even the structure of the Staff Working Group.

137
138 **AGENDA ITEM 5A: FY 19-20 ORANGE COUNTY BUDGET APPROPRIATION FOR SIDEWALK STUDY – TOM ALTIERI**

139
140 Tom Altieri: Within this year's fiscal-year budget there is \$50,000 to complete some type of a consultant study for safety
141 improvements, primarily along Orange Grove Road, in the areas we have been discussing in the Focus of the Safe
142 Routes to Schools Initiative. We are aware that there was an accident last month where a student was hit, and it
143 certainly looks as if he was hit on the bridge. An attachment was added to your packet which was the Principal's
144 response immediately following the accident. Over the course of the next few weeks, Nish and I are going to be
145 meeting with DOT, a representative from Orange County Schools, as well as Margaret Hauth, The Town of
146 Hillsborough, primarily to help form a scope of work for these consultant services, but also to reestablish an equal
147 knowledge base of all of the study, work, and effort that has gone on by different parties. Chuck Edwards provided
148 input based on his review of the recommendations on the Safe Routes to School Plan with things that can be done to
149 achieve the recommendations in that plan for sidewalks and crossing improvements. We will be having that meeting in
150 the next couple of weeks. I have some notes here on what we think is a possible scope of work for that consultant. By
151 going back to the original Orange Grove Road Access Management Plan, we can compile data and information in order
152 to try to help us with recommendations on implementation. This could also help as a reminder to our commissioners
153 some of the critical path issues that need to be accomplished in order to make a project work. Recently, we have heard
154 formally that the Town and its attorney have determined that it cannot maintain infrastructure outside of its incorporated
155 area, as it is would be inconsistent with state law, so we know that if there is going to be sidewalks there, Orange
156 County would have to provide the maintenance. That's a policy decision. Much like providing local funding for local
157 match for competitive projects those are some critical path issues that we just haven't been able to get beyond to date.
158 The bridge is really the problem. We've had our staff engineer, Chris Sandt, do a rather detailed cost estimate for some
159 sidewalk from Patriots Point to the bridge and I-40, and it would be a rather large investment due to the need of curb

160 and gutter, and we would have to stay within the existing right-of-way and topography. We have most recently added
161 comments and provided those to DOT with regard to the I-40 widening project so we know they're going to be widening
162 I-40 through this area under the bridge all the way to where 40 and I-85 come together, and it's possible that they are
163 going to have to do some work to the piers underneath that bridge in order to accommodate the additional lane. The
164 topic did come up at last night's commissioners meeting during comments. It was mentioned that there were monies for
165 this consultant study, and it was considered to be at the forefront with a request that there be coordination with Orange
166 County Schools. Now, on the other side of the bridge, there is a need for some walkability in between the schools. You
167 are aware that we have submitted projects previously for SPOT scoring through the STIP, as recommended by DOT
168 staff. As we have done before when we are pretty confident that we would not have a fundable project and it would not
169 score well and certainly didn't in SPOT 3.0. We took sort of a gap year there and did not submit that project in SPOT
170 4.0, but it certainly does remain on the County's priority list.

171
172 Nish Trivedi: Just to give you an update on that, it is one of six projects that is submitted in TARPO for modernizing.
173 Not just modernizing, bringing it up to current standards and adding more paved shoulder and providing a safe benefit
174 for the shoulder. I'll give more detail of their preliminary scores next year. That is on Orange Grove Road from 85 to
175 Dodsons Crossroads.

176
177 Amy Cole: I have some short-term solutions until potentially a new bridge can be built. I would really like to see at least
178 a temporary light to see whether or not this would actually slow down traffic and reduce the potentials for accidents. So,
179 at Oakdale and Orange Grove Road a temporary traffic light to see how this would slow down traffic and also reducing
180 the speed limit to 25 miles per hour during school time hours. There's only one lane of traffic that's able to actually
181 crossover the bridge at a time so it kind of cuts it back-and-forth. I would like to see some type of traffic calming
182 measures that occur there, and I think these are realistic temporary solutions that we can actually test out. I think this
183 is something that could potentially be a solution.

184
185 Tom Altieri: Particularly, if they could be time-limited so it coincides with the beginning and end of school.

186
187 Amy Cole: I'd rather see a Greenway down Old NC 86 than a sidewalk that takes a lot more maintenance to maintain.
188 The greenways are more attractive and there's more flexibility on where they can go.

189
190 Tom Altieri: Greenways would go on currently private property, so you would have to obtain easements.

191
192 Amy Cole: Two years ago, when I went through and knocked on all people stores on Orange Grove Road and said how
193 do you feel about a sidewalk being built they were all supportive of it. I don't think that it should be nixed, I think it
194 should be pursued.

195
196 Randy Marshall: Can we get a comment from the Sheriff about his reading on that intersection, and why he doesn't
197 have officers servicing that intersection when there are other officers at other schools?

198
199 Tom Altieri: There are officers that are on do Grady Brown School Road between those two schools, but I have not
200 seen them on Orange Grove Road.

201
202 Tom Altieri: It's to get the cars in and out of the schools and for pedestrians and crossing guards. I'll bring that up.

203
204 Todd Jones: I think DOT needs to start taking pedestrians as seriously as automobiles.

205
206 Heidi Perry: They need to start walking with kids.

207
208 Amy Cole: Abigail had mentioned many times that the DOT was doing a safety check on that area, we have not
209 received that report.

210
211 Tom Altieri: We are hoping to get that information soon.

212

213 Todd Jones: I'm a little confused that the Town of Hillsborough says they are not legally allowed to maintain any facility
214 outside their boundaries. I know they've got Kings Highway Park that's outside the town limits, and they appear to
215 maintain that however minimally.

216
217 Nish Trivedi: The South portion is in the ETJ. Not where the bridge and the fencing is.

218
219 Heidi Perry: I would like to know what the state law is.

220
221 Tom Altieri: I'm happy to submit with the highlighted section of the state law that we received the town.

222
223 Heidi Perry: Maybe I'll just ask somebody like Sig Hutchinson how Wake County gets all their stuff maintained because
224 it's not all in any particular community.

225
226 Todd Jones: Regarding the schools being funding partners for all of this, there's two main sources of funding for the
227 school system. The state provides funds that are very strictly earmarked to teachers and some facilities and then the
228 County and its generosity provides a lot of funds to the schools and presumably that would be the only area we had
229 some flexibility and discretionary use of funds, so whether it's the County paying directly or the County paying the
230 schools money, the schools turnaround and say hey we're partners. It's all essentially from the same bucket of money.

231
232 Heidi Perry: In 2010, there was a pedestrian bridge that was submitted for funding from NC DOT and my understanding
233 was that it had scored well but that DOT pulled it because there were no sidewalks on either end of it and they weren't
234 going to build a bridge that didn't connect to something. I have a couple of the letters from 2010, but I don't have the
235 whole chronology of that, but I'd love to see it. I'd love to see how it scored and what year and then when it was pulled
236 from consideration. Which was in 2010. Amy did a very nice presentation at DCHC/MPO a couple years ago that laid
237 out some of the things she's talked about today, and I think it would be good to have that as part of the stuff that you're
238 looking at. I'm going look and see if I can find other examples around the state. I don't know what that law is. Maybe
239 you should show to the people at NC DOT and ask them how they interpret it. I just think that other places have
240 managed to build things that are outside of city limits, so either Orange County is very specifically different in that they
241 have a policy that they won't maintain sidewalks or greenways and, if that's the case, Orange County needs to work on
242 their policy, or other places have figured out to do it and we need to figure out what they've done to make it work.

243
244 Heidi Perry: I think the focus probably should be: How do we have a safe route to the school. As Todd said, the cost
245 and how we pay for it should not be a part of the study. There are different mechanisms that can help pay for things,
246 but I think somebody has to actually take responsibility for apparently the maintenance of it.

247
248 Art Menius: I think it has to be solved politically. I don't think it's going to get solved logically or administratively.

249
250 Erik Broo: It would just be nice to have this come back to us with, here's how we can get Hillsborough to think
251 differently. Here's how we can make these examples in Onslow County good things that we might use in making an
252 argument.

253
254 Heidi Perry: And Todd's argument about some of these kids, you give them away to get to school safely without a car
255 and it gives their whole family more freedom plus there are studies that show people who arrived to school walking or
256 biking are more attentive in class. It's healthier for the kids too.

257
258 Tom Altieri: I think the study could include what are those critical path policy issues that need to be identified and the
259 maintenance is one of them. Thank you for your comments.

260
261 **AGENDA ITEM 5B: MPO/RPO AND NCDOT UPDATES – NISH TRIVEDI**

262
263 Nish Trivedi: Burlington/Graham Metropolitan (BGMP) is moving forward with their MTP update. They have created a
264 universal list of projects. Their student committee met yesterday to go over the project selection process and how they
265 were to select projects for the new MTP. They are waiting on the Piedmont Triangle Regional model to be updated and

266 that should be done at the end of this month. I will give you an update on those projects as the model input as they get
 267 to the point of giving public information for that. Two MPO's and TARPO have passed a The Title VI program. Title VI
 268 being the nondiscrimination policy that is done by executive order that all transit providers have to follow being
 269 recipients of federal funds. DCHC, BGMPO, and TARPO have all completed theirs. Orange County is under three Title
 270 VI programs. DCHC/MPO has released a tolling study. A public hearing was done on the tolling study and they should
 271 be approving that in the next meeting. I think you have a list of the highway projects for NC DOT. If there are any
 272 questions, please let me know.

273

274 **AGENDA ITEM 6: INFORMATION ITEMS**

275

276 **AGENDA ITEM 6A: NCDOT COMPLETE STREETS POLICY AMENDMENT**

277

278 Nish Trivedi: The last time we met I gave you the draft. This is the Board of Transportation approved version.
 279 Differences can be found on page 66, Section 6. The cost share is different. There was always a discussion on how
 280 the NC DOT is going to change their cost-sharing in paying for bike ped and this includes the transit bicycle facilities,
 281 pedestrian facilities, side pads, bus pull out, bus stops, Greenway crossings. This is something were going to be asking
 282 Hanna Cockburn when she comes in November because it says if it is in a bicycle and pedestrian project/public
 283 transportation facility that appear in a state, regionally, or locally adopted transportation plan will be included as part of a
 284 proposed highway project, roadway project, NC DOT will fully fund the cost, design, right-of-way, and construction of
 285 those facilities. If it is not in the plan but identified as a need, there's a cost share policy. If it's just betterment, local
 286 pays. The only clarification that has been made so for that I know of in this policy is: you have to distinguish between
 287 an independent bike ped project and an incidental bike-ped project. SDI law has not changed regarding independent
 288 bike ped projects. If you submit a bike-ped project independently of a highway project, DOT does not pay. This
 289 Complete Street does not affect independent bike ped projects. If submitting a highway project with a Greenway or
 290 component of a bike ped and if it is a locally adopted, regionally adopted, or state adopted plan then it says DOT is
 291 supposed to pay. There's one problem, this is administratively enforced by Hanna Cockburn and other the members of
 292 DOT which are listed on page 60 with the exceptions to the policy, and in the SPOT people who review this new
 293 administrative policy. When you submit a SPOT project or a STIP project, you have to fill out a form called a Complete
 294 Street form and show that your project meets the Complete Streets Report. These five members are the only ones who
 295 review the application and a complete Street form and say no or yes.

296 The burden of proof is on them to deny a Complete Streets. It is no longer on the local jurisdiction to say it does or
 297 doesn't when bringing the application. The cost share has changed as well. The cost share you see in the second
 298 column, if you turn to page 268. The percentages have changed. If it's not in a locally adopted plan, it's not in a state
 299 plan, and there's no line on the map, and you want to submit a bike ped or meet this Complete Street, you have to go
 300 through the cost share process. If a municipality, a town, has a population of less than 10,000 their share is five
 301 percent. If a population is between 10-50,000, their cost share is ten percent. Municipalities, towns, over 100,000 are
 302 now doing the 80/20.

303

304 **AGENDA ITEM 6A: BOCC SEPTEMBER 3 MEETING INFORMATION ITEM – NCDOT CORRIDOR UPDATES**

305

306 Nish Trivedi: These are the corridor updates that I mentioned about the Orange Grove Road extension being pulled
 307 and with the state is doing. Now that the STIP has been adopted, the funding for the Orange Grove Road that was
 308 committed is now being distributed to the projects. And the update on the 54 and its process.

309

310 **AGENDA ITEM 7: ADJOURNMENT**

311 OUTBoard meeting was adjourned.

312

313