

MAP TRANSPORTATION/NAVIGATION WORK GROUP MINUTES  
MEETING 2: December 15<sup>th</sup>, 2011, 10am-12pm

SUBCOMMITTEES

1. Driving and options for non-drivers
2. Walkability and building accessibility
3. Public transportation (including existing services, system expansion and streamlining, and EZ Rider)
4. Cross-cutting issues: Information Dissemination, Attention to Under-Represented Groups (dual-eligible population), Geographic Equity, Affordability/Economic Concerns (funding sources and plan integration).

DRIVING SUBCOMMITTEE NOTES

- The number of handicapped parking spaces need to be expanded; the UNC Wilson Library was specifically mentioned.
- Street signs need to be placed above intersections, not on poles curbside; signs need to be placed mid-block announcing the name of the street at the upcoming intersection.
- Lane markings need to be maintained for optimal viewing during night or inclement weather driving.
- Crosswalk timing needs to be increased to allow for the safe crossing of all individuals; consider adding a button to be activated by persons with disabilities who need additional crossing time.
- Promote “senior driving wellness” programs to maximize driving skills by providing practical training and self-testing for older drivers (more intensive than AARP defensive driving classroom course).
- Promote programs such as ‘Friend-To-Friend’ that matches volunteers in the community with older persons who no longer drive or only drive within their own neighborhoods.
- Utilize private providers for group excursions to shopping/social destinations; establish taxi voucher program where trips are subsidized for seniors of limited income (Durham County has such a program).
- Utilize the Beverly Foundation, a national clearinghouse for innovative ideas for senior transportation.
- Establish a central point to collect and disseminate information about available local resources for seniors whose driving options are changing.

## WALKABILITY SUBCOMMITTEE NOTES

- Need assessments and initiatives; some exist already and we need to know what is happening with them. Need to know how existing plans are coordinated.
  - There was a study in 2005. Need to also think about kids going to school on interrupted sidewalks.
  - Hillsborough did a sidewalk project around elementary schools, but feeder streets still do not have sidewalks.
  - There is a study of the zoning of University Mall and the 15-501/Franklin area. Need a town council member at our meetings to talk about this.
    - Need to connect the shopping centers in that area with sidewalks.
- Should assess the built environment on a constant basis.
- How are priorities set? Where is the demand? Density of area will be the driver of focus for initiatives.
- Areas needing attention:
  - Northern part of the county does not have bike lanes but has a lot of bikers. There are paths but no boundaries – need more shoulders on the roads. This is also an issue on old and new 86.
  - MLK has large pedestrian islands, but these are not found elsewhere.
  - Beckett Ridge neighborhood and other large communities in that area have shops (Walmart) that are further than a mile away and some people walk to them, but there are no sidewalks to get there. Need sidewalks beyond the neighborhood boundaries. There is also an over-interstate bridge in that area with on and off ramps.
  - Need to address access points.
  - Urban vs. Rural – different population densities, need different solutions.
    - Carrboro and Chapel Hill – need to complete incomplete areas. Path behind 54/Glen Lennox area is a model of what needs to be done elsewhere.
    - Rural areas – need to connect infrastructure around UNC Hillsborough Hospital and Durham Tech. Can use alternative materials to make sidewalks more cost effective in rural areas, but need to make sure it is still usable for people with disabilities. Might not connect rural neighborhoods with a sidewalk, but within neighborhoods there are assets like parks and gardens that need to be accessible.
- What are the existing planning or building regulations around sidewalks? Developments should be responsible for connecting properties, even somewhat beyond their property lines.
- Overall issue is the need to connect the infrastructure that already exists, and to put financial resources into it. Need to approach with a new outlook at how to do things using the technology we have now.

## PUBLIC TRANSPORTATION SUBCOMMITTEE NOTES

- Issues to consider:
  1. Existing services - public transportation/private
    - a. Within Chapel Hill-Carrboro area
    - b. Outside in Orange County and beyond
  2. Statistics: Ridership, Cost and Fees
    - a. Ask agencies to provide this information for next sub-committee meeting
    - b. OPT provided the sub-committee some statistics
  3. Gaps in Service
  
- Discussion and Suggestions:
  1. **Identify service gaps:** (Check with OC Planning Dept.)
    - a. Maps: Explore possibility of geographical map overlays showing Orange County and Triangle navigation and transportation routes (routes or service areas depicted by color).
    - b. Use maps to help identify gaps
  2. **OPT:** (statistics provided)
    - a. Serves rural area to transport seniors to medical appointments
    - b. Transport to senior centers and shopping
    - c. *Contracts with several local taxi services* as backup countywide - OPT pays \$16 / client pays \$3
    - d. Mobility Manager suggested (see 5)
  3. **EZ Rider - CH Transit - TTA:**
    - a. EZR-transport disabled (must qualify) to any destination within Chapel Hill-Carrboro Cost \$30 – no charge for client
    - b. CH Transit-Set routes Chapel Hill Carrboro area - student focused - university & town support - no client charge
    - c. TTA- Triangle area service- many times requires transfers – Charge?
  4. **Taxi Companies:**
    - a. Senior and student discounts are offered by taxi companies (i.e. \$2 off regular charge)
    - b. Both representatives present noted that depending on the situation, they do work with clients who cannot pay the full fare and sometimes absorb the full cost
  5. **Mobility Manager:**
    - a. Consider position for the Department on Aging to assist seniors and disabled to determine transportation options available for the individuals case by case needs
    - b. Explore funding options-grant funds available
  6. **Volunteer transportation program and other models:** (Explore current programs for possible partnerships or development of services if necessary)
    - a. *Meals on Wheels model*
    - b. *A Helping Hand* (transport services not limited to medical, also clean, cook, etc.)- volunteers transport for free, if paid driver-client pays (volunteers use their own

- vehicles-training-background checks-program provides insurance in addition to volunteers auto liability and accident insurance)
- c. *American Red Cross*-medical appointments-volunteers drive Red Cross cars
    - i. Durham County service
    - ii. In order to expand to Orange County, additional volunteers and vehicles needed
    - iii. Clients and drivers insured \$1ml each (very expensive)
    - iv. Clients pay \$9 minimum-increased based on distance
    - v. Medicaid clients pay \$0
  - d. *Share-A-Ride*: federal program provides van for weekly group transportation-medical and other
  - e. *Model similar to SAR, Villages or Beacon Hill concepts*: Vans or busses (churches or community vehicle) with drivers (volunteer or paid) to take groups from rural areas and neighborhoods – clients would pay a monthly rate – weekly shopping and other activities

## LARGE GROUP DISCUSSION NOTES

### **Walkability and Accessibility**

- Urban vs. Rural – recommendations are made by population density. Urban vs. Rural communities have different ordinances. Private partnerships should be considered.
- Need to coordinate what already exists (sidewalk)
- Need to identify areas for focus by using studies → should contact the people already involved in them.
- Think about alternative materials for rural areas to make infrastructure building less expensive.
- Think about priorities in context of regulations.
- Examples:
  - Atlanta City and accessibility for golf carts and others → look at builder requirements.
  - Meadowmont and Southern Village have center around which transportation and sidewalks are based.
- Should get involved in Orange County Unified Transportation Board.

### **Driving and Options for Non-Drivers**

- Lack of handicap parking
- Signage in rural and urban areas needs to be in advance and visibility needs to be addressed.
- Need street marking on pavement.

- Need information center to help with driving transition, not just referrals to OPT, etc. Need preventive wellness via OCDOA, could be in partnership with AARP. The Beverly Foundation is an example of this.
- Need to increase crosswalk signal time.
- Private partnerships important here too – some taxi companies give group rides.
- Non-profit partnerships also important – Friend-to-Friend, A Helping Hand (provides escorted transport, looking for grant funding). UNC Hospital Discharge makes arrangements for people who need a ride home. There will be a shuttle between the new hospital and the main campus.
- Churches with vans might be interested in outreach, especially in northern Orange County. Some already have programs. OCIM and Interfaith Council would be groups to get involved.

## **Public Transportation**

- Mobility manager for Orange County (all residents, all resources). NCDOT has a grant application for it, 50:50 matching if local government, 80:20 matching if an agency.
- Need a bus where clients pool to share a ride. TTA does this, could expand it.
- One model that works is meals on wheels, which has a volunteer network.
- Need to compile information about costs and gaps. Need a visual understanding (map) with all options, all purposes/reasons (not just medical). Could also do connectivity map for sidewalks and bike paths. The consolidation plan is starting a map with routes, NCGO also has individual route maps.
- Partnerships with taxi companies – they offer discounts but those can't be blanket discounts. There may be opportunities for contracts like some have with the Department of Social Services.
- Need to protect transportation for Medicaid clients. Need to improve the coordination of services (this is being addressed somewhat). Need to expand (which could be possible with the ½ cent sales tax).