

MINUTES
ORANGE COUNTY OUTBOARD
MAY 15, 2019
REGULAR MEETING

MEMBERS PRESENT: Brantley Wells (Vice Chair), Hillsborough Township Representative; Ram Athavale, Chapel Hill Township Representative; Donna Musson, Eno Township Representative; Ed Vaughn, Cedar Grove Township Representative; David Laudicina, Cheeks Township Representative; Heidi Perry, At-Large Representative; Erik Broo, At-Large Representative; Amy Cole, At-Large Representative, Randy Marshall, Bingham Township Representative;

MEMBERS ABSENT: Art Menius, Little River Township Representative (Chair); Johanna Birckmayer, At-Large Representative; Alyson West, At-Large Representative; Jenn Sykes, At-Large Representative; Todd Jones, At-Large Representative;

TRANSIT ADVISORY SERVICES MEMBERS PRESENT: Theo Letman, Allyson Coltrane; Teleishia Holloway, Lisa Berley; Erica Bryant, Janice Tyler; Serena McPherson; Beverly Scurry; Anna Sienna;

STAFF PRESENT: Abigaile Pittman, Transportation/Land Use Planner; Nish Trivedi, Transportation Planner; Tina Love, Administrative Assistant III;

AGENDA ITEM 1: CALL TO ORDER, DETERMINATION OF QUORUM AND INTRODUCTION OF NEW MEMBERS
Brantley Wells called the meeting to order.

AGENDA ITEM 2: APPROVAL OF MINUTES
MOTION by Heidi Perry to approve the February 20, and April 17, 2019 OUTBoard Minutes. Seconded by Erik Broo.
VOTE: UNANIMOUS

AGENDA ITEM 3: CONSIDERATION OF ADDITIONS TO AGENDA

AGENDA ITEM 4A: OCPT/ORANGE COUNTY COMMUTER OPTIONS (OCCO) UPDATE (ALLYSON COLTRANE)
Allyson Coltrane gave updates on the County's commuter options

Beverly Scurry: Is there any way to make connections with people who live in our area?

Allyson Coltrane: We have a share ride NC program that matches you with just Orange County employees or we'll match you with your similar ZIP code, so you can be grouped into the carpool or the vanpool.

Heidi Perry: I was wondering if there was any thought to having another enrichment event during non-working hours.

Allyson Coltrane: Yes, we're going to partner with the chamber to do one after business hours.

AGENDA ITEM 4B: OCPT ADMINISTRATIVE UPDATES (THEO LETMAN, TELEISHIA HOLLOWAY) –
Theo Letman and Teleishia Holloway gave updates on the departments transit projects

David Laudicina: Has there been any discussion about Alamance kicking in any money for this thing? Why are we spending money to support Alamance coming in?

Theo Letman: These routes that we're moving forward were already in the Orange County transit plans and were already approved. We're just bringing them forward to the next fiscal year. Alamance is part of a different MPO designated area. We are currently coordinating with the Wake County transit plans as well as the Durham County transit plans.

David Laudicina: The whole idea was that everyone chips in. I have a problem with helping to support people who aren't chipping in.

Amy Cole: It also does support the Orange County residents who may work out of those facilities.

55
56 Theo Letman: The transit boundaries as well as the MPO boundaries are not drawn by the County; you have some overlaps.
57 For the Burlington-Graham MPO area, for example, we get funds from them even though they're service area is
58 predominately Burlington and Mebane.
59
60 Randy Marshall: On the first map you have 6:30-9:30. Is that 9:30 a.m.? Does that mean you just run it three times?
61
62 Teleishia Holloway: Yes, just during peak hours.
63
64 Randy Marshall: How do people get home?
65
66 Teleishia Holloway: That's the research that we'll have to do. We were thinking of connecting to the ODX on the way back
67 home in the evening.
68
69 Theo Letman: There are other services that are currently run in the evening, and we're just trying to give a more direct route.
70
71 Randy Marshall: And people who are doing this would be fully aware of what options are available?
72
73 Theo Letman: The long-range transit planning process with Nelson Nygaard, they did. We gave out surveys as well and got
74 a prioritization list of all the top routes that people said they wanted to have.
75
76 Lisa Berley: Will there be more than one stop in Cedar Grove?
77
78 Theo Letman: The community center is probably the best place for our buses because we have a parking lot and we have a
79 bus shelter there.
80
81 Randy Marshall: At some point you'll have ridership numbers?
82
83 Theo Letman: Yes.
84
85 Donna Musson: Into our park and ride lot here in Hillsborough coming from the country to Durham?
86
87 Theo Letman: It's already in the works to have a park and ride lot in Hillsborough. We already know that the Maxway
88 shopping area does not allow any of your transit connections to be there, so we looked on the Highway 70 corridor, at the
89 Credit Union parking lot or somewhere else in that corridor.
90
91 Nish Trivedi: That's something GoTriangle is doing.
92
93 Amy Cole: What is the culture behind people not wanting transit to enter into their business area?
94
95 Theo Letman: Some jurisdictions favor transit and want the traffic, others don't. They feel like our buses going on to a
96 private parking area would tear up their pavement. They would have to reinforce their parking lot at a cost, or the
97 commuters are taking up their parking spots for their shoppers.
98
99 Lisa Berley: There'll be some new stops?
100
101 Theo Letman: Sure, and if there's a preference to where we get interest when we present this, we can modify this.
102
103 David Laudicina: In regard to The Orange-Chapel Hill connector route that is already in existence, are you going to be
104 adding any stops on that?
105
106 Theo Letman: Some of the work we do at the MPO level is to support our services better.
107
108 Ram Athavale: Can you give me a sense of the construction and type of buses, how big? Are they state-of-the-art, hybrid?

109

110 Theo Letman: We are looking at state-of-the-art buses, and we're in the process of doing replacements. We're also looking
111 at changing up our fleet from going to a cut-away model to the Ford transit or a Sprinter type van; a newer, sleeker looking
112 vehicle. We are in talks with Ford now. We'll present more of that information as we get further in the process.

113

114 Erik Broo: Have you considered compressed natural gas.

115

116 Theo Letman: I ran a fleet of compressed natural gas buses in Atlanta and the fuel efficiency with diesel is relatively the
117 same. The ozone for diesel is better.

118

119 David Laudicina: Is propane efficient?

120

121 Theo Letman: For propane, we're just getting information.

122

123 Erik Broo: I have a question about the on-demand service. Will they be wheelchair equipped?

124

125 Theo Letman: They do not. I think it's appropriate to also have wheelchair accessible vehicles.

126

127 Erik Broo: I work out in Wake County, and I go to Cary a lot. They have fully electric vehicles and I haven't seen them in any
128 of the other municipalities. I didn't know if you guys had plans to have fully electric or hybrid vehicles.

129

130 Theo Letman: Or autonomous. Autonomous is coming; it's out there.

131

132 Erik Broo: For the routes that only have four to six passengers, is there any thought of making those hybridized or electric?

133

134 Theo Letman: Sure. We're in the beginning of that process, and every vendor that we've talked to we've asked them to
135 provide a quote that has that technology.

136

137 Amy Cole: Is there a demand for people to utilize those services to go to a bus stop so they can then go to rest of the way?

138

139 Theo Letman: I know that GoTriangle did that and that's they're concept. To have a shuttle van take them to a transit center
140 in a secular bus line.

141

142 Amy Cole: I was thinking about the rural areas where they don't have immediate access to where the bus would pick up.

143

144 Theo Letman: That's why we're going to do a pilot first to see where the demand is coming from.

145

146 Beverly Scurry: Do you see the service more for one on one or groups?

147

148 Theo Letman: I think because it's public transit, we would assume that it's a shared ride. There will be times when there will
149 be only one person in the vehicle or there might be three or four.

150

151 Heidi Perry: Do you know when you're going to mold this?

152

153 Theo Letman: It will be during the summertime. The project is out for public comment right now, and I think they intend for it
154 to be approved by the boards before the summer break.

155

156 Randy Marshall: Is there a comfortable way for some of your clients to use their phones to determine where the bus is and
157 know when the pick-up is going to be?

158

159 Theo Letman: That's an add on module that will be coming when we launch the Mobility OnDemand Service.

160

161 David Laudicina: Does Chapel Hill Transit already have that?

162

163 Lisa Berley: They use Next Bus.

164
165 Heidi Perry: What is the software called?

166
167 Teleishia Holloway: It's called Eco Lane.

168
169 Brantley Wells: Is it automated or is it someone dialing?

170
171 Teleishia Holloway: It's actually someone dialing, but that is another module that can be added on.

172
173 Erik Broo: I can't get a bus from Chapel Hill or anywhere nearby to the airport. Is there a reason for that? Has there been
174 demand for people to get to the airport and not have to drive their car to parking?

175
176 Theo Letman: We have gone through years and years of transit planning and going to the airport was somehow left out of
177 the equation.

178
179 Heidi Perry: I've asked GoTriangle this question. They always say there's not enough demand and others say the airport
180 won't let them do it because they want all the people to pay for the parking decks they built.

181
182 Erik Broo: Has it been studied? Is there a demand for it? Even if you're paying the airport to be able to drop people off and
183 pick people up, that might be a valuable service.

184
185 Theo Letman: The transit plan is now going to have to be redone. This will be a wonderful question to be asked. You guys
186 are looking at transit services in the area but what about to the airport?

187
188 Lisa Berley: Can you say anything about the decision-making process that takes place with the finalization of what projects
189 are going to go forward. What part is the County Commissioners, what part is GoTriangle regional planning?

190
191 Nish Trivedi: There are lots of different processes that are involved in the decision-making process and Orange County
192 plays a roll in each of them. This is the overall Orange County Transit Plan; it is for the overall county transit services.
193 Orange County has one, Durham County, and Wake County have their own separate transit plans. Previously Go Triangle
194 administered these plans, now each County is looking to take control of their own transit plan. There is another process
195 through the MPO that is more the state process which is the strategic prioritization of transportation (SPOT) and Orange
196 County identifies certain projects that are put forward for that process. There is GoTriangle which is a regional transit
197 provider and they have their own toolkit of processes for their brand. Orange County plays a role in each of these other
198 processes. I am not a transit planner but I know transit agencies have their own federal requirements for other processes
199 they are involved in.

200
201 Theo Letman: There are many plans and boards and committees and working groups that go into planning. Each county
202 going forward is going to be responsible for their own transit plan.

203
204 David Laudicina: There has to be collaboration between Durham and Wake. There was a ton of collaboration for the light
205 rail between Orange County and Durham County.

206
207 Nish Trivedi: And that collaboration happens at the MPO. The current adopted transit plans have gone before the MPO so
208 that they could be collaborated on together. Previously it was Go Triangle that did most of the work to collaborate these
209 transit plans together, now each County will have to collaborate on their own when doing these transit plans.

210
211 Lisa Berley: Does Orange County have control over the pot of money that is accumulated through the Orange residents
212 paying and what is done with it?

213
214 Theo Letman: Yes, It is dispersed by an interlocal agreement with Chapel Hill, and all the city municipalities in Orange
215 County. That is done at the commissioner level and city council level. They have to render a decision.

216

217 Lisa Berley: I wanted to bring up a couple of things that the Master Aging Plan and the groups that were thought to be
218 important in the transit plan. One has to do with the elderly and disabled transportation assistance program which is the
219 funding source for a lot of the demand services for older adults and people who are disabled. Could this program get
220 funding under the reallocation of transit from the light rail?

221
222 Theo Letman: The tax district dollars go to the increased cost of existing services and for expansion services. It's a small pot
223 of money for rural operating assistance that we do get from the state. There are other funding streams that we get as well.
224 All programs are tied really to population, so the Census play a huge part in the level of funding that we get, and will play a
225 huge part in the coming Census. As areas go from rural to urban, those moneys will shrink even further. If you're asking to
226 utilize those funds to help offsetting the expenditures in rural areas that has to be put in the form of a project as an
227 expansion of services which we can look at doing or it can be utilized for capital expenses as in buying buses or for
228 purchasing more equipment.

229
230 Lisa Berley: How do we get that added to the plan?

231
232 Theo Letman: Every month we have meetings, and we talk about the different types of services and the projects that we
233 want to provide to the rural areas.

234
235 Janice Tyler: Who holds that pot of money that's been collected and makes that decision?

236
237 Theo Letman: Orange County.

238
239 Heidi Perry: Remember that \$130 million already went to the light rail and not all of it is from Orange County.
240 \$158 million is what they're planning to have go to it before it finishes.

241
242 Theo Letman: They are still doing the calculations on what is going to be spent on the remainder of the light rail project.

243
244 Lisa Berley: This is for a certain small part of our population for individuals who temporarily or full time are in a wheelchair
245 but are too frail to go on the buses that Orange County Public Transportation has. Is there a role that our public government
246 can play in offsetting the high price of transportation or having a vehicle that we can also help people with?

247
248 Janice Tyler: Like a Sprinter vehicle?

249
250 Theo Letman: They are called ambulatory services. Transit is a public service, so we can't be just exclusive to one person.
251 That's not to say we can't look at other types of services or concepts if we have need in our community.

252
253 Erik Broo: Like a minivan that might cost a bit more than it normally would?

254
255 Heidi Perry: Are there no private medical services?

256
257 Lisa Berley: There are plenty of private ones, but they are very expensive.

258
259 Heidi Perry: I'm wondering if there's a way to partner with them, so we don't have to buy the van or the driver, but we can
260 maybe subsidize.

261
262 Theo Letman: We will definitely look into that.

263
264 Theo Letman: Seats on the Staff Working Group (SWG); that is part of the Technical Committee to the MPO are appointed
265 by the County Manager. You can attend the meetings, all meetings are public.

266
267 Heidi: You can sign up to speak at these meetings and get a copy of the agenda prior to the meeting.
268

269 Nish: DCHC MPO is public, Staff Working Group is not, it is more within the agencies and officials. The MPO meetings are
270 public and you are welcomed to attend them and speak. One thing DCHC MPO is known for in the state is that it considers
271 Transit is an important component at every meeting, in both the TC and Board.

272
273 **AGENDA ITEM 4C: TRANSIT ADVISORY SERVICES (TAS) COMMENTS/QUESTIONS (THEO LETMAN) -**
274 *Theo Letman asked if any TAS members had any additional questions or comments*

275
276 **AGENDA ITEM 5: REGULAR OUTBOARD AGENDA (ACTION ITEMS)**

277
278 **AGENDA ITEM 6: STAFF REPORTS/UPDATES**

279
280 **AGENDA ITEM 6A: ORANGE COUNTY'S PORTION OF TRIANGLE FREIGHT PLAN (NISH TRIVEDI)**

281 *Nish presented the Triangle Regional Freight Plan*

282
283 Heidi Perry: What does that refer to, the 2 million square feet of manufacturing industry?

284
285 Nish Trivedi: Any distribution centers or anything that relates that freight is coming to or distributing along the state roads.

286
287 Heidi Perry: Can you send those slides?

288
289 Nish Trivedi: I can send you the slides and send you the link to the actual plan.

290
291 **AGENDA ITEM 6B: TRIANGLE BIKE AND PED WORKSHOP, MARCH 29, 2019 (ABIGAIL PITTMAN)**

292
293 David Laudicina: What are protected bike lanes?

294
295 Heidi Perry: More often it has some sort of physical barrier between the car and the bikes.

296
297 David Laudicina: I didn't know if that meant security. Durham needs to be talking about security on their bike lanes.

298
299 Heidi Perry: That's very different because the protected bike lanes usually run alongside a real lane.

300
301 Randy Marshall: Would electric scooters fit into bike or ped since they're not mentioned.

302
303 Heidi Perry: They're discussing that right now at the Legislature, but I think they will probably go on the road. It's probably
304 going to come down to municipalities being able to make decisions, but I think if they're allowed on sidewalks there will be
305 speed limits.

306
307 Randy Marshall: They're becoming prolific and there's no mention of them anywhere in the either bike or ped presentation
308 that you're making, and it seems like somebody needs to take up the responsibility.

309
310 Heidi Perry: I think there a lot of things besides just scooters coming out. In Chapel Hill, there are these electric
311 skateboards with only one wheel, and those are on the roads, but I didn't think everybody is waiting to see what restrictions
312 to state puts on them before the municipalities develop a plan.

313
314 Ed Vaughn: Are you going to start putting bike lanes back in with the road projects?

315
316 Nish Trivedi: The NDDOT Complete Street Policy Update is a process through a committee. The goal is to eventually have
317 design and road projects that include bike and ped. How that is going to be implemented is unknown yet. The 2.0 version is
318 a change to their policy. It is yet to be determined how they will include bike/ped into road projects. Complete Street is a
319 multimodal policy, not just bike/ped. Multimodal is freight, transit, bike/ped, and others.

320
321 Heidi Perry: NCDOT has a thing called NCDOT Moves 2050 online and they're taking a survey on what you want to see in
322 the future. You will have the write in things like bus and bike because they don't seem to include those as options but there

323 is a place for comments. The other thing is that in 2013 the state passed a law that said no stand-alone bike and pedestrian
324 projects could be funded with state funding from DOT. That means that if Hillsborough or somebody else wanted to put in a
325 sidewalk or a separated multi-use path and they got the federal funding that community would have to come up with the 20
326 percent match.

327
328 Nish Trivedi: TARPO is one of the RPO's that has signed a resolution in support of such legislation directed towards
329 reducing or eliminating the local match requirement for bike/ped.

330
331 Heidi Perry: I think it's up to 11 RPO's and MPOs have signed on to that.

332
333 **AGENDA ITEM 6C: SMALL TRANSPORTATION PROJECTS INPUT (ABIGAIL PITTMAN)**

334
335 Janice Tyler: Is there a place you can report to for fixing potholes?

336
337 Abigale Pittman: You can tell us, and we can tell the maintenance section of NCDOT. Does anybody have anything they'd
338 like to offer up as a possible project?

339
340 Randy Marshall: I mentioned getting a rumble strips when Chuck Edwards was here.

341
342 Erik Broo: For the I-40 widening and the MLK interchange at 266, initially the plans did not include signal synchronization.
343 Can we add that?

344
345 Nish Trivedi: That interchange portion of the project has been delayed. We will follow up with you and keep you informed as
346 the I-40 widening project progresses.

347
348 Erik Broo: The signal operations will be a big benefit for The Weaver Dairy/MLK intersection. The distance between Weaver
349 Dairy by the Food Lion and the Fire Station between that and the highway is a relatively short distance with a couple
350 intersections and there are a lot of U turns at the Weaver Dairy/MLK light for people turning north heading back to the
351 highway. It's already getting jammed up as it is and so when they widen the highway for the population growth people are
352 worried about getting out of the neighborhood at the light there.

353
354 Nish Trivedi: How far are you looking for synchronization? Signal synchronization is not just an individual intersection. It
355 involves the timing of multiple signals along a corridor.

356
357 Erik Broo: Anywhere from Weaver Dairy Road north on MLK past I-40 on right and side that goes down into the country
358 towards Durham 15-501.

359
360 Nish Trivedi: Duke Forest area.

361
362 Erik Broo: Yes, Whitfield, there to MLK should be synchronized just so people can make it through that very congested
363 segment.

364
365 Nish Trivedi: Synchronization is part of SPOT safety. We'll call NCDOT and ask about synchronizing two of those lights as
366 part of the I-40 widening..

367
368 Janice Tyler: So, as part of that I 40 widening are they also paying close attention to pedestrian and bicycle accidents.
369 Cause there's a huge development that's going in basically within less than a quarter mile from all the shopping that they
370 need.

371
372 Nish Trivedi: Carraway Village. Yes, there was a very big push for sidewalks, crosswalks, BRT and other improvements
373 associated with the project.

374
375 Janice Tyler: Carraway Village and right across from that Chapel Hill North shopping area.

376

377 Randy Marshall: The section of Rocky Ridge Road that runs about a mile from Dairyland to Arthur Minnis in front of the
378 Maple View Farms ice cream. If they could resurface that one-mile section and put some paved shoulders or bike lanes that
379 would make a big difference. They started to gravel it a couple of times, but they have not done anything about the other
380 lane because it's a very bumpy road and it's also heavily used by commuters to get up to I-40. It's used by cyclists who
381 often gather at the Maple View Ice Cream store to begin and end their ride. Resurface that one mile section with bike lanes.
382

383 Nish Trivedi: Are you talking about Rocky Ridge Road or Arthur Minnis?
384

385 Randy Marshall. I'm talking about making improvements on Rocky Ridge between Dairyland and Arthur Minnis.
386 The other is the half mile section between the end of Fayetteville Rd. up to Calvander and Carrboro where the bike lanes
387 disappear.
388

389 Nish Trivedi: Carrboro does want a bike lane up to Calvander I believe going north and east in Carrboro's jurisdiction.
390

391 Randy Marshall: The Carrboro town limits end with the end of the bike lanes. It would be an Orange County project to go
392 from there. It could be a Carrboro/Orange County project in the next half mile.
393

394 Nish Trivedi: We're trying to push for that in modernizing those roads with paved shoulders. We'll go to NCDOT and ask if
395 we can get a little piece of that improved.
396

397 Ram Athavale: In Carrboro, Jones Ferry and Old Fayetteville Road, the middle of that intersection has a pretty strong dip
398 and rise that can be damaging to vehicles. I wondered if that can be looked at and possibly repaired under one of these
399 programs.
400

401 Nish Trivedi: Jones Ferry in south Carrboro?
402

403 Ram Athavale: Yes, south of Carrboro.
404

405 Nish Trivedi: Carrboro has an ETJ, so I'll have to look and review their ETJ. I'll check on it. There are a lot of issues in that
406 area, just depends on the ETJ whether we can pursue it or Carrboro must.
407

408 Abigaile Pittman. We are still waiting for NCDOT on the Orange Grove Road assessment.
409

410 Randy Marshall: Is that the Orange Grove Road Extension?
411

412 Abigaile Pittman: No, it is the section down by the Cedar Ridge High School, from the pedestrian bridge up to the High
413 School. We asked NCDOT to see if there were additional safety measures that could be taken.
414

415 Brantley Wells: I saw plans, and I don't remember seeing sidewalks on the plan.
416

417 Amy Cole: It never appeared on any plans. We wanted it to appear on the plans, and then the discussion was that no, it was
418 never going to be on a plan.
419

420 Amy Cole: Can you speak to what segment improvement actually means?
421

422 Nish Trivedi: A segment improvement is any section of a road from one point to another point along the road, not involving
423 the intersection.
424

425 Amy Cole: Right, but what is the improvement?
426

427 Nish Trivedi: It could be a paved shoulder or improving the condition like repaving, aligning, improving curve radius within a
428 limited budget.
429

430

431 Amy Cole: A segment improvement for me and others along that area would include sidewalks rather than just a paved
432 shoulder.
433
434 Nish Trivedi: We provide recommendations on what that segment involves.
435
436 Amy Cole: In that case, when it comes to this portion of Orange Grove Road, we would like to see sidewalks.
437
438 Nish Trivedi: Sidewalks is a separate issue. There is a sidewalk that I think the department is working on, on Orange Grove
439 Road, I believe some preliminary engineering is one part but I'm not sure what the status of it is.
440
441 Nish Trivedi: Just so you know NCDOT does not build sidewalks.
442
443 Heidi Perry: Neither does Orange County.
444
445 Nish Trivedi: Someone has to build it and someone has to maintain it.
446
447 Amy Cole: When I see segment improvement and it doesn't mean sidewalk, what I don't want to happen is we spend
448 money on something that's pointless.
449
450 Brantley Wells: You could get your segment improvement and put your curb and gutter.
451
452 Nish Trivedi: It's a project the staff felt was too expensive. If it turns out it cannot be done through small source funding like
453 Spot safety, we will have to pursue it through the SPOT process. When that occurs, we will come to you for a specific
454 recommendation for that segment. Should NCDOT policies like complete streets change in the meantime, we will let you
455 know.
456
457 Heidi Perry: Can I ask a question about Efland Cedar Grove Road on page 49? Is there a reason we would want to widen
458 the lane rather than put shoulders? Widening lanes increases speed and make roads more dangerous.
459
460 Nish Trivedi: Right now, Efland-Cedar Grove Road is being considered to fix the alignment, improve curve radius, and paved
461 shoulders. Widening is not being considered right now. This is for High Impact Low Cost.
462
463 Heidi Perry: Can we change the way it's worded here because it says widen lanes by 2 feet?
464
465 Nish Trivedi: I'll go back and update them.
466
467 **AGENDA ITEM 6D: MPO/RPO NCDOT UPDATES (NISH TRIVEDI)**
468
469 Heidi Perry: What was the thing you said that we're taking input on?
470
471 Nish Trivedi: The Human Services Coordinated Transportation Project. OCPT may still have its own. DCHC MPO has one.
472
473 Heidi Perry: Is it online?
474
475 Nish Trivedi: Yes, I'll get you a link.
476
477 **AGENDA ITEM 7: INFORMATION ITEMS**
478
479 **AGENDA ITEM 7A: BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION (B-G MPO) 2045 METROPOLITAN**
480 **TRANSPORTATION PLAN (NISH TRIVEDI)**
481
482 Ram Athavale: Is that what that memorandum is about?
483

484 Nish Trivedi: The memorandum is about the Metropolitan transition planning B-G MPO. It is describing the MTP update
485 process a 14 month process. TARPO is meeting next month and I will provide you updates at the next meeting.
486

487 **AGENDA ITEM 7B: NCDOT PROJECTS UNDER DEVELOPMENT (NISH TRIVEDI)**
488

489 Randy Marshall: Intersection improvements as in NC 54 on page 52, are these some which have already been done or
490 some of these are yet to be done?
491

492 Nish Trivedi. Yet to be done. These are improvements that are needed along that corridor.
493

494 Randy Marshall: Well, at Dodson's Crossroads in the last several years, they've added turn lanes and traffic signals; what
495 else can they add there?
496

497 Nish Trivedi: Traffic is still increasing in that intersection.
498

499 Randy Marshall. What else can you do to improve that intersection?
500

501 Nish Trivedi: Some recommend roundabouts.
502

503 Heidi Perry. I thought they were showing super street things here?
504

505 Nish Trivedi: These are the improvements that can be done at various pieces of the intersections.
506

507 Randy Marshall: A massive realignment or reworking of the Orange Grove/54 intersection and that's on here for
508 improvements.
509

510 Nish Trivedi. I'm sorry, which one?
511

512 Randy Marshall: Orange Grove Road and 54. They just completely re-did that intersection and it's down here for additional
513 improvements.
514

515 Nish Trivedi: Orange Grove Road and NC 54 is going through operational improvements as far as the current STIP. I think
516 there's operational improvements in there. The traffic signal is already there at the intersection. I'll look back and see
517 what's going on.
518

519 **AGENDA ITEM 8: ADJOURNMENT**
520
521

Art Menius, Chair