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**AGENDA**  
**Orange Unified Transportation Board**  
**November 19, 2014**  
**7:00 p.m.**

**You can bring your laptops/tablets if you would like to use them.**

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**Conference Room 004 (Lower Floor) Orange County West Campus**  
**131 West Margaret Lane, Hillsborough**

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<u>Time</u>	<u>Item</u>	<u>Title</u>
7:00	1.	<b>Call to Order and Roll Call</b>
7:05	2.	<b>Introductions of New Members</b>
7:20	3.	<b>Approval of Minutes from April 16, 2014</b> - Minutes from August 20, 2014 and October 15, 2014 (no-quorum meetings) provided for informational purposes.
7:25	4.	<b>Consideration of Additions to the Agenda</b>
	5.	<b>Regular Agenda (Action Items)</b>
7:30	5.a.	<u>Yearly Election of Chair and Vice Chair</u>  OUTBoard Action: Elect Chair OUTBoard Action: Elect Vice Chair
7:45	5.b.	<u>Recommended Hillsborough Circulator Changes</u> – Staff is considering changes to the Hillsborough Circulator to correct some deficiencies that are currently manifesting with the operation of the service and to provide service to new locations in and around Hillsborough. <b>Attachments in agenda packet.</b> (Bret Martin)  OUTBoard Action: Receive information and provide comments
8:00	5.c.	<u>OUTBoard proposed 2015 Work Plan</u> – Development of list of concerns or emerging issues for the upcoming year that the OUTBoard plans to address, or wishes to bring to the Board of County Commissioner's attention. <b>Handout at meeting.</b> (Abigaile Pittman)  OUTBoard Action: Discuss proposed 2015 Work Plan and provide comments (final Work Plan will be recommended to the BOCC at the December 17, 2014 meeting).
8:30	6.	<b>Staff Updates</b>  Safe Routes to School (SRTS) Action Plan Advisory Committee (Abigaile Pittman)  OUTBoard Action: Receive updates
8:35	7.	<b>Board Comments</b>  OUTBoard Action: Receive comments
8:40	8.	<b>Upcoming Future Agenda Items</b>  a. Review of Protection options for Old NC 10 b. Efland-Buckhorn-Mebane Access Management Plan (AMP) revisions  OUTBoard Action: Receive information
8:45	9.	<b>Adjournment</b> - The OUTBoard's next meeting will be December 17, 2014

**Charge of the OUTBoard (from Section I, Part C of the adopted Rules and Procedures)**

1. *The OUT Board is charged with advising the Board of County Commissioners on the planning and programming of transportation infrastructure improvements and other County transportation planning initiatives, as directed by the Board.*
2. *From time to time the OUT Board may be directed to provide input on regulations on which the Planning Board has primary statutory and local ordinance advisory duties. In such instances, the OUT Board shall serve in an advisory capacity to the Planning Board.*

**Meetings (from Section IV, Part C of the adopted Rules and Procedures)****C. Date, Time, and Location of Regular Meetings**

3. *Regular meetings of the OUT Board shall be held as needed to address items that require Board action consistent with its Charge and Duties identified herein. Meetings are held on the third Wednesday of the month. The start time and location of the meeting shall be included on the agenda and shall typically be 7:00 p.m. at the Orange County West Campus Office Building located at 131 West Margaret Lane, Hillsborough. The OUT Board Chair, in consultation with staff, shall have the authority to change the start time and location of a regular meeting to meet any special circumstances, provided the information is included on the distributed agenda.*

**D R A F T**  
**MINUTES**  
**ORANGE UNIFIED TRANSPORTATION BOARD**  
**APRIL 16, 2014**

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**MEMBERS PRESENT:** Paul Guthrie, Chapel Hill Township Representative; Jeff Charles, Bicycle Advocate Representative; Alex Castro, Bingham Township Representative; Ted Triebel, Little River Township Representative; Amy Cole, Transit Advocate; Gary Saunders, CFE Representative; Brantley Wells, Hillsborough Township Representative

**MEMBERS ABSENT:** Don Wollum, Eno Township Representative; Sam Lasris, Cedar Grove Township Representative; Pedestrian Access & Safety Advocate - Vacant; Cheeks Township Representative- Vacant; Economic Development Commission - Vacant; Planning Board Representative – Vacant;

**STAFF PRESENT:** Abigaile Pittman, Transportation/Land Use Planner; Tina Love, Administrative Assistant II

**OTHERS PRESENT:** Chuck Edwards, NCDOT; Ed Lewis, NCDOT; Elizabeth Gregory, Orange County Assistant Fire Marshall; Matthew Day, TARPO;

**AGENDA ITEM I:                   CALL TO ORDER AND ROLL CALL**

**AGENDA ITEM II:               APPROVAL OF MINUTES FOR FEBRUARY 19, 2014**

Alex Castro: Line 266 should read, "This has great implications for the County".

The February 19, 2014 OUTBoard Minutes were approved with correction by consensus.

**AGENDA ITEM III:             CONSIDERATIONS OF ADDITIONS TO THE AGENDA**

Paul Guthrie: I have tried to let the committee have a free hand in how we conduct business. We have made it difficult to let the presenter finish the presentation. If you have a burning question, get an authorization from me to interrupt. We will always have a question/answer time after the presentation.

**AGENDA ITEM IV:           REGULAR AGENDA**

- a. Board discussion with NCDOT to include the following topics:
  - i. Issues with some bike and pedestrian projects within the county (i.e. the quality of the two-foot widening on Dairyland, prioritizing the widening of Old NC 86 at Calvander, and the destruction of road surfaces during the gas line construction on Mt. Sinai and other connecting roads, and opportunities for improved coordination with, or oversight of state contractors during project construction).
  - ii. The status of any state discussions/projects related to the feasibility of using existing triangle region railway infrastructure for commuter rail purposes as part of a multi-modal transportation system.
  - iii. Issues related to private street conversions for acceptance into the state maintained system.

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- 56 iv. Available resources for minor improvements at problem sites/intersections within  
57 the county.  
58  
59 v. Pedestrian safety concerns on (new) Hwy 86/I-40 bridge overpass.  
60  
61 vi. Other topics as raised by the Board.  
62

63 **OUTBoard Action:** Receive information and participate in discussion.  
64

- 65 b. Review of selected private road and access standards from the Unified Development  
66 Ordinance (UDO) Section 7.8 Access and Roadways.  
67

68 **OUTBoard Action:** Review selected standards and recommend to the BOCC that  
69 planning staff review/revise and develop amendments.  
70

71  
72 *Abigaille Pittman had Jeff Charles describe photos.*  
73

74 Jeff Charles: I am the bicycling advocate for the Board and I am also on the Chapel Hill Bike Ped Board and I've  
75 been appointed to the new TARPO bike planning that is coming up. Dairyland is a key bicycling route in the county. I  
76 would like to give credit to the fine job done on NC 10 and that was our expectation as to what would happen on  
77 Dairyland. I went to the intersection of Union Grove Road and Dairyland and drove up to Maple View Ice Cream  
78 Store. Most of these photos are on the right side of the road going toward Maple View. (Displayed photos).  
79

80 Chuck Edwards: The issues with the PSNC gas lines going in. Public Service gas has a large comprehensive  
81 project to put in new gas lines and they are affecting a lot of state maintained roads. The instrument used is an  
82 encroachment agreement that spells who is responsible for what. This is to be expected with the extent of the work  
83 they are doing. Prior to a final inspection, we will look at areas like this and if there is damage that warrants repair,  
84 we should require them to do that. Back to Dairyland Road, it was included on our secondary road construction  
85 program presented to the BOCC. This was a time we were moving secondary road construction funds from their  
86 primary purpose of paving unpaved roads to going toward paved road improvements because we have effectively  
87 paved out the available unpaved county roads in the county. Our project was to widen the pavement on the road two  
88 feet and resurface. The existing pavement is variable. This is a low tech project. It is not intended to be specifically  
89 a bike ped type of project, just a safety improvement. Because of that variability and the way the pavement is  
90 marked, the width does vary. We are looking at doing Lebanon Road in the Mebane area and a portion of New  
91 Sharon Church Road. All remaining unpaved roads were reprioritized by a competing statewide basis for \$12 million  
92 dollars total.  
93

94 Jeff Charles: In the past, we have talked about Old 86, the Calvander section, as part of a bigger improvement of  
95 taking Old 86 all the way to Hillsborough. Is there a way to partition it?  
96

97 Chuck Edwards: For the past few years, I was relying on the secondary paved improvements to deal with some of  
98 these routes. A road like Old 86 is typically not going to be paved in a single year anyway.  
99

100 Jeff Charles: Our hope was that if the Hogan Farm area would donate the right-of-way, it would reduce the cost.  
101

102 Chuck Edwards: Yes.  
103

104 Jeff Charles: How do you do that?  
105

106 Chuck Edwards: There are ways to do that and there may already be dedicated right-of-way.  
107

108 Abigaille Pittman: We recently had an Orange County Expo and the planning department had to man a table for four  
109 hours. We had of our bike map and I only got one comment consistently. They picked up the bike map and said this  
110 is a hot issue for me because when I try to drive through the county roads, the bikers don't have anywhere to ride.  
111

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112 Chuck Edwards: That reflects in the list.

113  
114 Abigaile Pittman: The next topic on the agenda is a discussion of the status of any state discussions/projects related  
115 to the feasibility of using existing triangle region railway infrastructure for commuter rail purposes as part of a multi-  
116 modal transportation system. Ms. Pittman showed the Board a copy of the 2008 commuter rail capacity study done  
117 by HNTB.

118  
119 Chuck Edwards: I tried to get information about this topic before tonight's meeting and failed.

120  
121 Paul Guthrie: I was on the task force that looked at the Hillsborough Rail Station. There was a lot of conceptual  
122 planning about the railroad right-of-way. Is anyone paying attention to the fact that we have a 300-foot right-of-way  
123 through the county that could be used for transportational purposes?

124  
125 Ed Lewis: I had an opportunity to attend the TSS (Traffic Separation Study) workshop.

126  
127 Paul Guthrie: At some level, this project is not going to move because you ask but for a lot of other reasons. As this  
128 position comes out, this could be a good time for an opportunity that this could become the key ingredient in  
129 beginning an integrated transportation system in this county.

130  
131 Alex Castro: The Research Triangle Foundation which is doing a revamping of the RTP, in their presentation, they  
132 have two commuter rail stations, one which will provide shuttles to RDU airport.

133  
134 Abigaile Pittman: The next topic of discussion is issues related to private street conversions for acceptance into the  
135 state maintained system. Typical issues are people in subdivisions with private streets and the burden of maintaining  
136 that over years, and then they decide they want the state to take over maintenance of the state.

137  
138 Chuck Edwards: The process starts when the developer has to make a decision as to whether he wants to pursue  
139 state maintained or privately maintained roads. The bottom line is if they choose state maintained, it has to be  
140 designed by our standards. DOT is involved in the beginning. Once we sign off, the developer will take it, develop it  
141 and sell homes. Once he meets a certain threshold of a certain house count per mile he can petition the road for  
142 state maintenance. There are times when usually the homeowners want to pursue state maintenance for a private  
143 road. The issues are the private roads have a private right-of-way so it is not eligible for that alone. So there has to  
144 be a conversion. The typical issue that we deal with is school stops. School buses won't go down a private road.  
145 There are moderate subdivisions that are built to the design and construction standards of a state maintained road, it  
146 is a matter of replating the private to public but we have learned that can create issues with the county as to whether  
147 that developer was trying to circumvent the subdivision regulations.

148  
149 Abigaile Pittman: There is problem if the road has been constructed to our Class B standards and they have to  
150 overcome issues such as the placement of utilities, road widening, ditching, and encroachments. It is almost  
151 impossible to overcome and sometimes the maintenance cost on those roads becomes a huge burden on the  
152 property owners.

153  
154 Chuck Edwards: The Class B road, we sometimes refer to those as a glorified driveway and it is not be feasible to  
155 bring them up to our standards.

156  
157 Abigaile Pittman: Another topic for discussion is if there are available resources for minor improvements at problem  
158 sites/intersections within the county. I have been in discussion with Orange County School Districts regarding several  
159 sites. There are issues with intersections to their driveways, where they need minor improvements to help the flow of  
160 traffic. We have a list of improvements, what do I do with that list and are there any available funds?

161  
162 Chuck Edwards: There is a group within our traffic engineering branch called Municipal School and Transit  
163 Assistance (MSTA) and their purpose is to help school systems solve existing problems and avoid future ones.  
164 Funding is fairly low at this point but there are ways to get funding and you need to ask.

165  
166 Ted Triebel: One that comes immediately to mind is the Cameron Park Elementary and St. Mary's Road; has that  
167 been looked at?

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168  
169 Chuck Edwards: It has been looked at. Recommendations have been made for internal improvements. We will be  
170 glad to revisit that.

171  
172 Jeff Charles: The Chapel Hill Bike Ped Board received a letter from a gentleman that lived of Whitfield and he walks  
173 into Chapel Hill area and his concern was the new 86 and 140 Bridge for pedestrians. We weren't sure if it was in the  
174 Town or County.

175  
176 Chuck Edwards: We received the same information. Our traffic folks are looking at that. An obvious thing was the  
177 bridge was not designed for pedestrian walking.

178  
179 Paul Guthrie: Are you giving attention to the deterioration of the old Kerr Scott Bridges?

180  
181 Chuck Edwards: Absolutely.

182  
183 Paul Guthrie: Some things tend to get overlooked. How are you approaching that issue?

184  
185 Chuck Edwards: One well-funded program we have is for the replacement of public bridges.

186  
187 Paul Guthrie: I'll give you one example, Old Greensboro Road and Phil's Creek Bridge. There is more and more  
188 heavy truck traffic using that road, 18 wheelers and every time they go down that hill they knock another hole in the  
189 pavement. I assume you are doing regular inspection of these older bridges.

190  
191 Chuck Edwards: I wish I had brought my list, I will get back with Abigaile with more information.

192  
193 Jeff Charles: NCDOT worked on one bridge on Arthur Minnis near Borland. There is another old bridge by that one  
194 that was actually in worse shape. Do you know if that one is prioritized?

195  
196 Chuck Edwards: Yes. They are handled by a design contractor.

197  
198 Jeff Charles: That will hit the cycling community hard.

199  
200 Chuck Edwards: We do reach out to others on these projects to provide public information.

201  
202 Abigaile Pittman: In the Buckhorn Economic Development District, there is old bridge on the south perimeter. We  
203 wouldn't want it replaced as it is because the development in the area will be industrial. When you look at these  
204 issues with related land use changes involved, do you consider upgrading the bridge to accommodate industrial  
205 traffic?

206  
207 Chuck Edwards: Under this program, we are trying to get the best bang for the buck. At some point, if there is a  
208 need to change that, that particular bridge may not fit this program but another program.

209  
210 Paul Guthrie: If there are no other topics, we can move on.

211  
212 Chuck Edwards: Abigaile is giving out information about resurfacing roads.

213  
214 Abigaile Pittman: Reviewed information. Elizabeth Gregory will tell us about some of the problems encountered with  
215 emergency service vehicles on these 12-foot private road standards.

216  
217 Elizabeth Gregory: The main problem is the width because fire trucks are large and the ambulances also. People do  
218 not realize the county has no hydrants so the fire truck cannot hook up to a hydrant. They have to shuttle water  
219 which means trucks go to water sources and fill the truck that is on the scene of the fire. The main problem is the  
220 trucks have to turn around, so if they can't pass each other. Our standard when we get into a subdivision is 20 feet  
221 but we try to work with DOT with their standard of 18 feet. When you get down to 12 feet as in the Class B roadway,  
222 they will need to send a smaller fire truck which holds less water. It is an access problem. Fire trucks are very  
223 expensive. If there are roads they cannot get down; they need to wait for another fire truck to get additional hose.

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224  
225 Jeff Charles: What is the limit of length because of the pressure issue?  
226  
227 Elizabeth Gregory: You can go as far as you want. We have learned who helps us the most with this issue is the  
228 insurance company. They tell them it is important to have a driveway large enough to get a fire truck down. Also,  
229 there are problems with ambulances as a safety for both the patient and the workers. The biggest complaint we hear  
230 from fire departments is access.  
231  
232 Abigaile Pittman: What are some typical widths of the fire trucks and ambulances?  
233  
234 Elizabeth Gregory: The ambulances are 12 foot. Fire trucks are usually that size but a latter truck is wider.  
235  
236 Abigaile Pittman: What is the width of the ladder truck?  
237  
238 Elizabeth Gregory: I am not sure.  
239  
240 Abigaile Pittman: We have a related issue that you may be able to comment on. There are types of subdivisions that  
241 are exempt from the county's subdivision regulations. The staff would like you to discuss doing away with the Class  
242 B roads and only allow Class A and to develop a requirement that newly created lots have access to a compiling  
243 road.  
244  
245 Jeff Charles: This is all new construction.  
246  
247 Abigaile Pittman: To allow reasonable and affordable options for small subdivisions, staff suggests consideration of a  
248 revision that may allow three lots to share a driveway as long as they are designed so the emergency service  
249 vehicles can turn around and it is not longer than a certain determined number of feet. There would have to be  
250 discussion as to what that number is.  
251  
252 Elizabeth Gregory: A lot of it has to do with if it is a 20-foot wide road, or if it has a hydrant and it should be 26 feet  
253 wide. What we ask for is a 96-foot radius because a fire truck does not run like a car. The money for fire trucks and  
254 ambulances comes from the tax payer.  
255  
256 Jeff Charles: How do you approach the condition of the surface for turning around?  
257  
258 Elizabeth Gregory: If you hit bumps in the road in an ambulance and it costs \$250,000. That makes a difference.  
259  
260 Jeff Charles: Over the coming years, there will be more of the Tobacco Trail situations where you need emergency  
261 services, not a fire truck. Maybe we should add a fourth item of concern to staff's list about emergency access to trail  
262 systems. I am recommending you think about that.  
263  
264 Paul Guthrie: I was comparing the Fire Code in Appendix D with the local ordinance and why is there a disconnect  
265 when the Fire Code requires a much greater capability than this.  
266  
267 Abigaile Pittman: We connect with the NCDOT standards for the Class A roadways.  
268  
269 Paul Guthrie: As Ms. Gregory mentioned regarding turn around, there is no way a fire truck could make use of that  
270 turn around.  
271  
272 Abigaile Pittman: I think it would tough to change the Class A since NCDOT has this adopted 18-foot standard.  
273  
274 Ted Triebel: I think the action you are asking for tonight is for us to suggest to the Board of County Commissioners  
275 that it is time for review these standards.  
276  
277 Abigaile Pittman: We are not asking you to decide what those standards are but to tell the BOCC what you think the  
278 issues are they need to have staff review them and bring back more detail.  
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280 Ted Triebel: This problem has existed for decades in this county. My question is whether there would be any  
281 documentation as to have this proven to be a problem in 5 out of 100, etc. Is this a problem or not?  
282

283 Elizabeth Gregory: As far as documentation, I believe the fire departments, when they do their incident reports to  
284 the state or fire marshal they document if they had an access issue. We have not pulled the actual statistics. If we  
285 can't access one person, one house, it is a huge issue. We can research that information.  
286

287 Ted Triebel: Anytime we make a big change, there needs to be a data to back it up.  
288

289 Paul Guthrie: As I understand the recommendation, you are asking this Board to tell the BOCC to have staff to take  
290 a look at this issue.  
291

292 Abigaile Pittman: We are saying if you agree with staff's recommendations, then recommend to the BOCC that they  
293 have the staff continue to research it.  
294

295 **MOTION** made by Jeff Charles to accept recommendations for the staff with the addition of the emergency access  
296 for trail systems. Seconded by Alex Castro.

297 **VOTE:** Unanimous  
298

299 Ted Triebel: I live right by Little River Park which is a joint Durham/Orange County Park. We can look at those type  
300 parks to say, this is what we accept as risks and this is what we think we shouldn't accept.  
301  
302

- 303 **AGENDA ITEM V: STAFF UPDATES**
- 304 a. Safe Routes to School (SRTS) Action Plan
- 305 **OUTBoard Action:** Receive updates
- 306

307 Abigaile Pittman: Last night, the BOCC adopted the Safe Routes to School Action Plan. The next step is we will be  
308 establishing a committee for implementation activities and they will be planning staff from Orange County, from the  
309 Town of Hillsborough, someone from the School Board, the original steering committee and one or two members  
310 from the OUTBoard.  
311  
312

- 313 **AGENDA ITEM VI: BOARD COMMENTS**
- 314 **OUTBoard Action:** Receive comments and participate in discussion.
- 315 a. Chair initiated a comment session regarding Board members' thoughts on the
- 316 following potential topics:
- 317 i. Critical transportation issues for Orange County, now and into the future.
- 318 ii. The role of the OUTBoard in the examining of the difficulties in transportation
- 319 planning brought about by the programmatic fragmentation of current
- 320 transportation planning and funding.
- 321 iii. Improved OUTBoard engagement of Orange County residents' transportation
- 322 concerns.
- 323 iv. Improving OUTBoard advisory service to the Board of County Commissioners.
- 324 v. Agenda development.
- 325 vi. The role of each member of the Board.
- 326 vii. Meeting format, including presentations and member participation.
- 327

328 **OUTBoard Action:** Receive comments and participate in discussion.  
329

330 Paul Guthrie: I would like to pose several questions for the Board to consider over the next several meetings: income  
331 and housing locations, work locations, school locations, affordable housing, income diversity, a discombobulating of  
332 transportation planning and providers, public and private, a lack of resources in revenue and authority statutory for  
333 the city and county, the state governments role and responsibility and the costs and uncertainty of the future. The  
334 role of the OUTBoard in examining the difficulties in transportation planning brought about by the programmatic  
335 fragmentation of our current transportation planning of funding in private and public. Also, improved OUTBoard

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336 engagement of Orange county residents and transportation concerns; how we can improve our advisory service to  
 337 the BOCC; how we want to be involved in agenda development; what we see as the optimum role for each member  
 338 of this Board; and we should look at meeting format including presentation and perception. I want to ask a question  
 339 and I hope every member of this Board knows the answer to this. What is the largest single transportation  
 340 organization in this county; public or private?

341  
 342 Gary Saunders: Chapel Hill Transit.

343  
 344 Paul Guthrie: Actually it's the Orange County Schools and Chapel Hill Schools. The Orange County schools have 72  
 345 bus routes, 70 buses plus activity buses operating. Chapel Hill schools have 50 buses, 16 mini-buses, and 19 activity  
 346 buses operating; so we have 120, 16 mini-buses, and probably another 30 activity buses all operating under two  
 347 different but similar systems. Chapel Hill Transit is the largest public transit organization but it doesn't approach those  
 348 numbers of vehicles. My whole point is that while we probably spend less time on this issue, I wanted to point out that  
 349 there is a number of things on transportation that go beyond what we now think of as transportation systems and at  
 350 some point I will argue that we ought to at least make a passing comment on is there a way to better coordinate  
 351 school transportation and public transportation in terms of route structure and things like that as we grow? That's the  
 352 key word as we grow. We become less and less rural and more and more urban. Do we need to look at those  
 353 interfaces? There are a lot of statutory problems of the school bus issue, and the financing issue but that is the kind  
 354 of issue I would hope at some point in time we pay attention to. Where are we going in five years or ten years? A  
 355 perfect example to me is the way in which we approach the Triangle Transit government's transportation systems  
 356 that they are trying to put in place now. It's a little piece here, a little piece there, and division is really about two  
 357 things. Building a coordinated bus system and building a limited rail system. I would hope that over the next few  
 358 months and probably even years, we could tackle some of those things. I will be glad to send everyone what I just  
 359 said, that's where I'm coming from so that we can really give good solid long term advice and not just be reactive to  
 360 the current issue if we just reacted to the current issue we will never build a vision for the future and this County will  
 361 need it. I have been doing something lately that scares the dickens out of people, take Google Earth, now for those  
 362 of you who have Google Earth; it will show you the 1993 flyovers and 2014 flyovers in sequence. Take parts of the  
 363 county and just click up the number of 10 to 14 different views that you can get for those years. See what has  
 364 happened in 20 years and then think what is going to happen in the next 20 years. So that my little sermon for the  
 365 day.

366  
 367 Alex Castro: The service provided by OPT (they call it Old People Transportation) and Chapel Hill's Easy Rider the  
 368 criteria, the determination of who gets the service is different. Individuals that are customers get confused. That  
 369 should be seamless and it should be one for everyone.

370  
 371  
 372 **AGENDA ITEM VII: UPCOMING AGENDA ITEMS OF INTEREST ON OTHER REGIONAL TRANSPORTATION RELATED**  
 373 **BOARD AGENDAS**  
 374 **OUTBoard Action:** Receive information

375  
 376 Abigaile Pittman: On May 8, the BOCC will review recommended bus expansion services program. In late May and  
 377 early June we have scheduled meetings for public outreach for the recommended bus expansion route, asking for  
 378 input on recommended specific routes. On June 12, from 8:00 AM to 4:00 PM, there will be a Map 21 Funding  
 379 Program given by the Town of Carrboro and Carrboro Bicycle Coalition. The next OUTBoard meeting is May 21.

380  
 381 Jeff Charles: I would be interested in meeting with the Orange County Sherriff's Department to talk about a project I  
 382 am working on with respect to the bicycle safety rules and the non-cyclist perception of cyclists.

383  
 384 Matt Day: The main information from TARPO is the project scoring for Strategic Transportation investments. We will  
 385 have a public hearing in early June to present draft scoring results.

386  
 387  
 388 **AGENDA ITEM VIII: ADJOURNMENT**

389  
 390 The meeting was adjourned by consensus.

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Paul Guthrie, Chair

## DRAFT

SUMMARY NOTES  
ORANGE UNIFIED TRANSPORTATION BOARD  
APRIL 16, 2014

MEMBERS PRESENT: Paul Guthrie, Chapel Hill Township Representative; Jeff Charles, Bicycle Advocate Representative; Alex Castro, Bingham Township Representative; Amy Cole, Transit Advocate

MEMBERS ABSENT: Don Wollum, Eno Township Representative; Sam Lasris, Cedar Grove Township Representative; Pedestrian Access & Safety Advocate - Vacant; Cheeks Township Representative- Vacant; Economic Development Commission - Vacant; Planning Board Representative – Vacant; Ted Triebel, Little River Township Representative; Gary Saunders, CFE Representative; Brantley Wells, Hillsborough Township Representative

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

OTHERS PRESENT: Eileen Apicella, Orange County's new Mobility Manager

**AGENDA ITEM I: CALL TO ORDER AND ROLL CALL**

Paul Guthrie: There was an article that Wake County will pass the one million population mark this month. That will require us to look ahead to balance costs, revenues, etc. to decide what is best for Orange County. You have heard me talk about the different planning groups that have their finger in rural transportation, but we still have the basic fundamental fact that rural Orange County has limited access to rural transportation. If we can afford to build wonderful walking trails on Morgan Creek, why can't we build safe walkways and bikeways parallel alongside of the 54 bypass and look at how we can improve rural transportation. We need to build a fire under the urbanized planning groups to deal with these issues.

Abigaile Pittman: In this new landscape of funding with everyone finding their way, most of those projects are not being funded by the state. We applied for Section 5310 funding with DCHCMPO and Orange County's two projects will probably get scored. One is more years of the Mobility Manager, and the other is for an Aging Department contract to provide additional services to seniors.

Paul Guthrie: There are two major rural issues in North Carolina now. One is the hospitalization issue in small counties where medical attention is not there. The second is rural transportation.

**AGENDA ITEM II: APPROVAL OF MINUTES FOR APRIL 26, 2014**

**AGENDA ITEM III: CONSIDERATIONS OF ADDITIONS TO THE AGENDA**

**AGENDA ITEM IV: REGULAR AGENDA**

- a. Draft Parks and Recreation Master Plan 2030 – Presentation by Orange County Department of Environment, Agriculture, Parks and Recreation (DEAPR) staff. Pursuant to the OUTBoard's recommendation at its April 2014 meeting regarding emergency access for trail systems. Planning staff has held discussions with DEAPR staff regarding the development of emergency access goals and objectives being included in the Master Plan. Attached is a copy of the presentation and draft Goals and Objectives for Emergency Access to Trail Systems at Orange County Parks for the OUTBoard's consideration (Attachment 1, pages 11-24)
- b. Bicycle Safety – OUTBoard Vice, Jeff Charles requested that this item be added to the agenda. Attached for informational purposes is related information and a history of prior discussions of bicycle safety as related to the OUTBoard since 2011 (Attachment 2, pages 25-50).

## DRAFT

56 **OUTBoard Action:** Review selected standards and recommend to the BOCC that  
57 planning staff review/revise and develop amendments.  
58

59 **OUTBoard Action:** Receive information and provide input.  
60

61 Rich Shaw: My position is Land Conservation Manager. I work with private land owners and other conservation  
62 partners to identify important sites worthy of being set aside for a park or nature preserve. I also work with people to  
63 conserve their own private land. DEAPR completed this Parks and Recreations Master Plan in house rather than  
64 hiring a contractor. *Reviewed PowerPoint presentation.* This draft master plan went to the BOCC in June and they  
65 asked us to share it with advisory boards, solicit input, and take the plan back to the BOCC this fall. DEAPR was  
66 also asked to consider the issue of emergency access to trails in the County parks and nature preserves and has  
67 developed some initial goals and objectives to address that issue.  
68

69 Jeff Charles. I was on the American Tobacco Trail and there was a bad bike accident and we had trouble getting  
70 EMS to this person in trouble.  
71

72 Alex Castro: It would seem there would be coordination among the various entities. You have facilities and the  
73 operations are independent of other. There should be one standard with one protocol.  
74

75 Rich Shaw: There is an Intergovernmental Parks Work Group that meets four times of year to discuss these types of  
76 issues. I am not sure this issue has been brought up. It is chaired by Alice Gordon.  
77

78 Alex Castro: I have a copy of the Chapel Hill Parks and Recreation Department Summer Program Guide. Why can't  
79 we have one guide? In the back of that was what was going on in road construction. Why can't we have one guide  
80 for all of Orange County? We have too many silos so we need to get together and do it jointly.  
81

82 Paul Guthrie: I want to congratulate you for doing what you have done in the short amount of time. The real  
83 challenge is managing what you have and building a consistent program from the future which will cost money and  
84 will be difficult. It is difficult to create new trails because of land owner concerns so I would encourage you to see if  
85 the landowners are interest to see if the public is interested. The other issue is that on some of those trails, they  
86 might go near settlement centers so you try to have a rest stop area for picnics or water area that becomes a safety  
87 item and that builds confidence in trails. That will be viable especially on the Mountains to Sea Trail. I would caution  
88 you on going too far on physical facilities because that is a cash eater if you have to do the high financing on it. I  
89 think the report you want to study make a lot of sense. One of the problems in your survey is that people responded  
90 to things they had done, not what they wanted to do. I certainly would encourage getting closer to the water.  
91

92 Abigaille Pittman: I would like to provide DEAPR staff and a message to the BOCC as to whether or not the  
93 OUTBoard supports the overarching goal and objectives about emergency access to trail systems that DEAPR staff  
94 and planning have worked together to develop.  
95

96 Paul Guthrie: Obviously there needs to be a good coordinated emergency plan but I am not convinced that you have  
97 to make it motor vehicle friendly to do that. On the other hand, you can have smaller vehicles that can run down  
98 trails with the ability to haul a stretcher. There is no reason a rescue squad can't carry a bolt cutter to open a gate for  
99 a trail.  
100

101 Rich Shaw: We have a number of trails that have not built yet. Having some objectives that have been drafted at the  
102 front end will be helpful.  
103

104 Jeff Charles: With the new trails, you need to think about traffic control because bicyclist want to go 15 to 20 miles  
105 an hour which is totally inconsistent with pedestrians so you have to have some thought about posted speed limits.  
106 You need to think about safety issues, certainly when you come to intersections and streets.  
107

108 Alex Castro: This is already been done at the American Tobacco Trails. Some states actually post speed limits for  
109 the bikes.  
110

## DRAFT

111 Abigaile Pittman: How can you tell how fast you are going?  
112

113 Jeff Charles: Most serious cyclists have odometers but if you not, you learn pretty quickly.  
114

115 Paul Guthrie: The mixed use trails in this country have wide rights-of way and the track is wide.  
116

117 Jeff Charles: Mountain biking, etc., if we don't improve our rural roads, they will look for other options and as you  
118 develop these trails, you will see them go where you did not expect them to.  
119

120 Abigaile Pittman: Other than these comments, I would like the Board to consider supporting the goal and objectives  
121 developed by DEAPR staff.  
122

123 Paul Guthrie: This recommendation is pretty good. The comments on emergency needs to be better defined. It is  
124 not just what the Parks department can do but what the potential responders may need to modify with how they  
125 respond and what kind of equipment but both sides need to inform the others.  
126

127 Rich Shaw: The Emergency Response staff has not reviewed this draft yet. If you think of anything or have any  
128 questions, let me know.  
129

130  
131 Jeff Charles: In your packet, there is an N&O news article about the June 25<sup>th</sup> alleged road incident in the court  
132 system where a gentleman has been cited for misdemeanor assault with a deadly weapon associated with this  
133 alleged road rage incident. I ride 5,000 plus miles per year and the vast majority is in Orange County and I have  
134 been seeing an increase in friction between motorists and cyclist which is why we came up with the road safety  
135 guidelines which will support now. I ride with about 100 people a year and of those 100, three of those have been hit  
136 by a car or had car interactions in the last two months. In this case, it was road rage involved. *Presented videos of*  
137 *ride*. You can make a legal pass if you have 500 foot visible with a double lane. If there are 20 plus cyclist riding in  
138 the same lane, it is frustrating for motorists. How do you convince cyclists to break into smaller groups? This is part  
139 of an education process. The League of American Bicyclists listed the top ten states, each one has the following  
140 statement in their vehicular law, and bicyclists cannot ride more than two abreast and cannot impede traffic. North  
141 Carolina is ranked 23<sup>rd</sup> because we don't have very good bicyclist rules. There are two groups of Orange County  
142 trying to work on this problem. There is a motorist group working on this also and I am sitting on that group.  
143 Commissioner Price has agreed to head a working group to get law enforcement involved. Gail Alberti is the  
144 motorist's representative in our group. We do not want to get legislature involved in this. We also need to be  
145 concerned about mopeds and the elf vehicle.  
146

147 Alex Castro: As the population increases, more and more people will want to get out. I would recommend you make  
148 contact with the Grange in Schley.  
149

150 Jeff Charles: Bonner Hauser is heading up the motorist group and Renee and I are heading up the cyclists.  
151

152 Paul Guthrie: It has been my observation of the last 10 years, how much cruder the driving is.  
153

154 Jeff Charles: This is also an enforcement issue. The law is that you have to stop if anyone is walking across the  
155 cross walk. We don't want to get legislature involved.  
156

157 Alex Castro: We need to raise awareness and have a good publicity campaign. What is the law? Having a public  
158 awareness campaign to highlight these points tonight would be very helpful.  
159

160 Jeff Charles: Enforcement and education are the way I go. We are bringing ideas from Europe for education. I hope  
161 these videos have a role in enforcement for laws.  
162

163 Alex Castro: What about getting the bicycle shops to help get some of those videos on the air.  
164

165 Jeff Charles: I want to make sure law enforcement can use the videos.

## DRAFT

166  
167 Paul Guthrie: They are good evidentiary issues and they are also good instructive tools. I am not sure they can be  
168 used.

169

170 **AGENDA ITEM V:**

**STAFF UPDATES**

171

a. Safe Routes to School (SRTS) Action Plan

172

b. Protection options for Old NC 10 corridor

173

c. Review of selected private road and access standards

174

d. Review of selected private road and access standards

175

e. Buckhorn EDD environmental and transportation contracts

176

f. OUTBoard vacancies

177

**OUTBoard Action:** Receive updates

178

179

180 Abigaile Pittman: We are moving forward to get the SRTS Advisory Committee rolling. There is a mission statement,  
181 core responsibilities and the concept about the membership. We will meet quarterly or more frequently if required. I  
182 need two OUTBoard members, please email if you are interested. The original steering committee representative will  
183 probably be Nancy Cole Baker. There will be a representative from the health department.

184

185 Abigaile Pittman: I have been reviewing various protection options for the Old NC 10 corridor. I have a list attached  
186 of the options and also a map. When reviewing protection options for Old NC 10, I considered that the corridor starts  
187 back at Hwy 86. This project will come out in fall and I will go back to the BOCC with my analysis. I have narrow in  
188 on three options that stand out.

189

190 Jeff Charles: It is a very popular bicycle route. It is important to cite commuting.

191

192 Abigaile Pittman: When I get comments and instructions back from the BOCC, I will be back to you.

193

194 Abigaile Pittman: I will going to the Planning Board on September 3 to have them review the matter of private road  
195 and access standards. We have met with DEAPR staff and obtained their comments on emergency access for trail  
196 systems in county parks. We will return to the BOCC in the fall to get comments and instructions from them.

197

198 Abigaile Pittman: We have hired an environmental firm and a different transportation firm to complete contractual  
199 work in the Buckhorn EDD area. We realized that some of the development efforts beginning to take place in the  
200 EDD were revealing the need to revise the access management plan adopted in 2011. Before competing these  
201 revisions we decided it was advisable to gain additional information with regard to environmental issues in the area,  
202 and that we need to know more about the recommended functional classification of those future roads in the EDD.

203

204 Abigaile Pittman: You have the OUTBoard roster before you. We need to be aggressive about filling these positions.  
205 Please let me know if you know of any interested and qualified person that would be willing to serve on the  
206 OUTBoard.

207

208 Paul Guthrie: Craig will speak to the Rotary Club that I am the president of and he may want to mention the need  
209 there.

210

211 Alex Castro: The Department on Aging, Engage, which are community spark plugs - I can try to get some of those.

212

213 Jeff Charles: I would suggest someone from Orange County who uses the Orange County roads to replace my  
214 position, but I will stay on until someone is appointed.

215

216 Abigaile Pittman: There is a handout called Transportation Advisory Board attached. The NC Department of  
217 Transportation has given me this criterion. In order for us to receive Federal Section 5311 funding for our transit  
218 system, we have to recreate the Transit Advisory Board. I will be working with Peter Murphy, who is the new  
219 Transportation Manager with OPT. This board will also need BOCC approval. I see this as a sort of subcommittee of  
220 the OUTBoard. We have to meet, at least quarterly, probably before the OUTBoard meeting.

## DRAFT

221  
 222 Abigaille Pittman: On yesterday's Burlington Graham MPO TCC the agenda there was a proposal to use Section  
 223 5307 monies to buy buses and startup capital for the proposed Burlington bus system. There was a motion  
 224 appointing themselves as a designated recipient and you can't do that because it can only be a direct recipient, per  
 225 federal statute. They wanted the TCC and TAC to approve a resolution that they can be the designated recipient so  
 226 they would be the lead decision maker regarding the distribution of funding. However, under the federal law, they  
 227 can only be a direct recipient, meaning they can receive the funds from the designated person, which would be either  
 228 NCDOT or PART. They also requested all of the federal allocation for this region for the next several years because  
 229 they need it for their bus system in Burlington. We acknowledged and accepted their first year needs and stressed  
 230 that they could only be a direct recipient. They agreed. We compromised in their first year of capital and operations  
 231 expenses and then everything after that, we requested that there be a collaborative decision making process with all  
 232 the other interested parties, meaning the other service providers.  
 233

234 Paul Guthrie: There has been a big story about Triangle Transit's rate increases. Is there advanced discussions  
 235 about it with the people in this county?  
 236

237 Abigaille Pittman: No to my knowledge.  
 238

239 Paul Guthrie: It would not hurt to mention that when you start juggling Triangle Transit fares, you should contact all  
 240 jurisdictions.  
 241

242

243 **AGENDA ITEM VI: BOARD COMMENTS**  
 244 **OUTBoard Action:** Receive comments.  
 245

246

247 **AGENDA ITEM VII: UPCOMING AGENDA ITEMS OF INTEREST ON OTHER REGIONAL TRANSPORTATION RELATED**  
 248 **BOARD AGENDAS**  
 249 **OUTBoard Action:** Receive information  
 250

251

252 **AGENDA ITEM VIII: ADJOURNMENT**  
 253

254 The meeting was adjourned by consensus.

## D R A F T

## SUMMARY NOTES

ORANGE UNIFIED TRANSPORTATION BOARD  
OCTOBER 15, 2014

MEMBERS PRESENT: Paul Guthrie, Chapel Hill Township Representative; Brantley Wells, Hillsborough Township Representative; Alex Castro, Bingham Township Representative; Amy Cole, Transit Advocate

MEMBERS ABSENT: Don Wollum, Eno Township Representative; Jeff Charles, Bicycle Advocate Representative; Ted Triebel, Little River Township Representative; Gary Saunders, CFE Representative; Cedar Grove Township Representative - Vacant; Pedestrian Access & Safety Advocate - Vacant; Cheeks Township Representative - Vacant; Economic Development Commission - Vacant; Planning Board Representative – Vacant;

STAFF PRESENT: Abigaile Pittman, Transportation/Land Use Planner; Bret Martin, Transportation Planner; Peter Murphy, Orange Public Transportation Manager; Eileen Apicella; Mobility Manager; Tina Love, Administrative Assistant II

OTHERS PRESENT: Heidi Perry

AGENDA ITEM I: CALL TO ORDER AND ROLL CALL

AGENDA ITEM II: APPROVAL OF MINUTES FOR AUGUST 20, 2014

Minutes were not approved due to a lack of quorum.

AGENDA ITEM III: CONSIDERATIONS OF ADDITIONS TO THE AGENDA

Paul Guthrie referred to a diagram he drew on the whiteboard for discussion during comments.

AGENDA ITEM IV: REGULAR AGENDA

- a. Recommended Hillsborough Circulator Changes – Staff is considering changes to the Hillsborough Circulator to correct some deficiencies that we are currently manifesting with the operation of the service and to provide service to new locations in and around Hillsborough.

Presenter: Bret Martin

OUTBoard Action: Receive information and provide comments.

Bret Martin reviewed the material and information regarding the changes considered for the Hillsborough Circulator.

OUTBoard members discussed item with staff.

OUTBoard members will submit comments at the next OUTBoard meeting.

## DRAFT

- 54 **AGENDA ITEM V: STAFF UPDATES**  
 55 a. Central and Rural Orange County Five-Year Bus Service Expansion Concept -  
 56 OPT  
 57 b. Transportation project prioritization statue  
 58 c. DCHC MPO and TARPO RPO activities  
 59 d. Safe Routes to School (SRTS) Action Plan Advisory Committee  
 60 e. Mountains-To-Sea Trail Conference Sept. 4-5, 2014  
 61 f. OUTBoard vacancies  
 62 **OUTBoard Action:** Receive updates  
 63

64 Abigaille Pittman and Bret Martin updated the OUTBoard on current transportation projects and activities.  
 65

66 Tina Love updated the OUTBoard on the current combined efforts to attract new applicants for the OUTBoard.  
 67

- 68  
 69 **AGENDA ITEM VI: BOARD COMMENTS**  
 70 **OUTBoard Action:** Receive comments.  
 71

72 Paul Guthrie spoke to the OUTBoard regarding his suggestions for light rail between Chapel Hill and Durham.  
 73

- 74  
 75 **AGENDA ITEM VII: UPCOMING FUTURE AGENDA ITEMS**  
 76 **OUTBoard Action:** Receive information  
 77

78 Abigaille Pittman informed the OUTBoard of the next meeting and future items including the election of officers at  
 79 the November OUTBoard meeting.  
 80

- 81  
 82 **AGENDA ITEM VIII: ADJOURNMENT**  
 83

84 The meeting was adjourned.

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**ORANGE COUNTY**  
**ORANGE UNIFIED TRANSPORTATION BOARD (OUTBoard)**  
**ACTION AGENDA ITEM ABSTRACT**  
**Meeting Date:** October 15, 2014

**Action Agenda**  
**Item No.** 4

**SUBJECT:** Review of Recommended Changes to the Hillsborough Circulator

---

**DEPARTMENT:** Planning and Inspections

**PUBLIC HEARING: (Y/N)**

N

**ATTACHMENT(S):**

1. Existing Hillsborough Circulator Route
2. Proposed Hillsborough Circulator Route
3. Hillsborough Circulator Service Change Summary

**INFORMATION CONTACT:**

Bret Martin, Transportation Planner, 245-2582  
 Abigaile Pittman, Transportation/Land Use Planner, 245-2567  
 Tom Altieri, Comprehensive Planning Supervisor, 245-2579

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**PURPOSE:** To review recommended changes to the Hillsborough Circulator to correct some deficiencies that are currently manifesting with the operation of the service and to provide service to new locations in and around Hillsborough.

**BACKGROUND:** Planning staff, including the Orange Public Transportation (OPT) Manager, is considering minor changes to the Hillsborough Circulator to correct some deficiencies that are currently manifesting with the operation of the service and to provide service to new locations in and around Hillsborough. The recommended changes have been reviewed and are supported by the Hillsborough Planning Director and Town Board members.

**Problem:** The existing Hillsborough Circulator route (Attachment 1) with its current schedule and stops manifests with a number of problems. These include but are not limited to:

- 1) Inefficiently tracing along the same corridor multiple times;
- 2) Traversing streets and making turns that prohibit speedy service times;
- 3) Serving stops that provide very low ridership but not serving locations with the potential for higher ridership (e.g., Lakeshore Drive, U.S. 70 Food Lion);
- 4) Serving locations with either very minimal or nonexistent access to transit, such as those lacking pedestrian facilities and those with limited neighborhood connectivity;
- 5) The route rarely, if ever, is on time because the route and associated stops are too burdensome to service in one hour under normal daytime traffic conditions along its existing alignment;
- 6) A survey of Eno Haven residents indicated a need for more grocery options along the route; and
- 7) Operators currently have no layover time to prepare for the next scheduled Circulator run.

The Hillsborough Circulator will soon additionally need to service the UNC Hospital – Hillsborough campus when it is open to the public.

### Staff-Recommended Changes:

The attached map ([Attachment 2](#)) depicts the staff-recommended route changes and ordering of stops. These changes to the Hillsborough Circulator will free up time currently consumed along the route involving service provided to low productivity stops while still providing reasonable access options for those stops that are being eliminated. The recommended route is more time-efficient yet will cover more geography than the existing route and offer transit access options at more locations.

A summary of the recommended changes to the Hillsborough Circulator route is provided in [Attachment 3](#). In *Table I: Existing Hillsborough Circulator Stop Order and Times*, the stops that are recommended for elimination are highlighted in yellow. These four (4) stops were all well below the average calendar year 2013 ridership per stop of 643 boardings. The stops recommended to replace these stops will still provide reasonable access within walking distance of the stops that are recommended to be removed but will allow the operator to manage access to those locations more efficiently and save time.

The recommended route additionally does not traverse the same corridor along Churton Street three (3) times as does the existing service design, which will free up additional time to provide service to the additional recommended stops. The recommended route will provide access to the UNC Hospital – Hillsborough campus after stopping at Durham Tech and will more efficiently make use of NC 86 to access Hampton Pointe (Walmart/HomeDepot) rather than using Churton Street and U.S. 70 Business, both highly congested corridors during daytime hours. The recommended route will serve a new stop at a residential area off U.S. 70 and will serve the newer Food Lion located on U.S. 70 before traveling back to the North Hills Shopping Center to make the next run. *Table II: Proposed Hillsborough Circulator Stop Order and Times* provides the recommended new order of stops and the new stop locations (highlighted in green).

**NEXT STEPS:** Following the OUTBoard’s review of these recommended changes, the changes will be considered by the BOCC. If approved by the BOCC, the changes will be advertised on the County’s OPT webpage and on board OPT’s buses via the distribution of amended schedules and service maps. Existing Hillsborough Circulator schedule and stop information will be replaced with the new schedule and map of stop locations to inform the public of the new changes. OPT will allow a period of two (2) months between when service changes are approved and when they are implemented to allow the public to adapt to the changes.

**RECOMMENDATIONS:** The Staff recommends the OUTBoard:

1. Review the recommended changes to the Hillsborough Circulator route; and
2. Recommend approval of the staff-recommended changes to the BOCC, to include any additional comments the OUTBoard might have.



*Save Some Cash ...  
Take the Bus!*

New Schedule with More Stops!

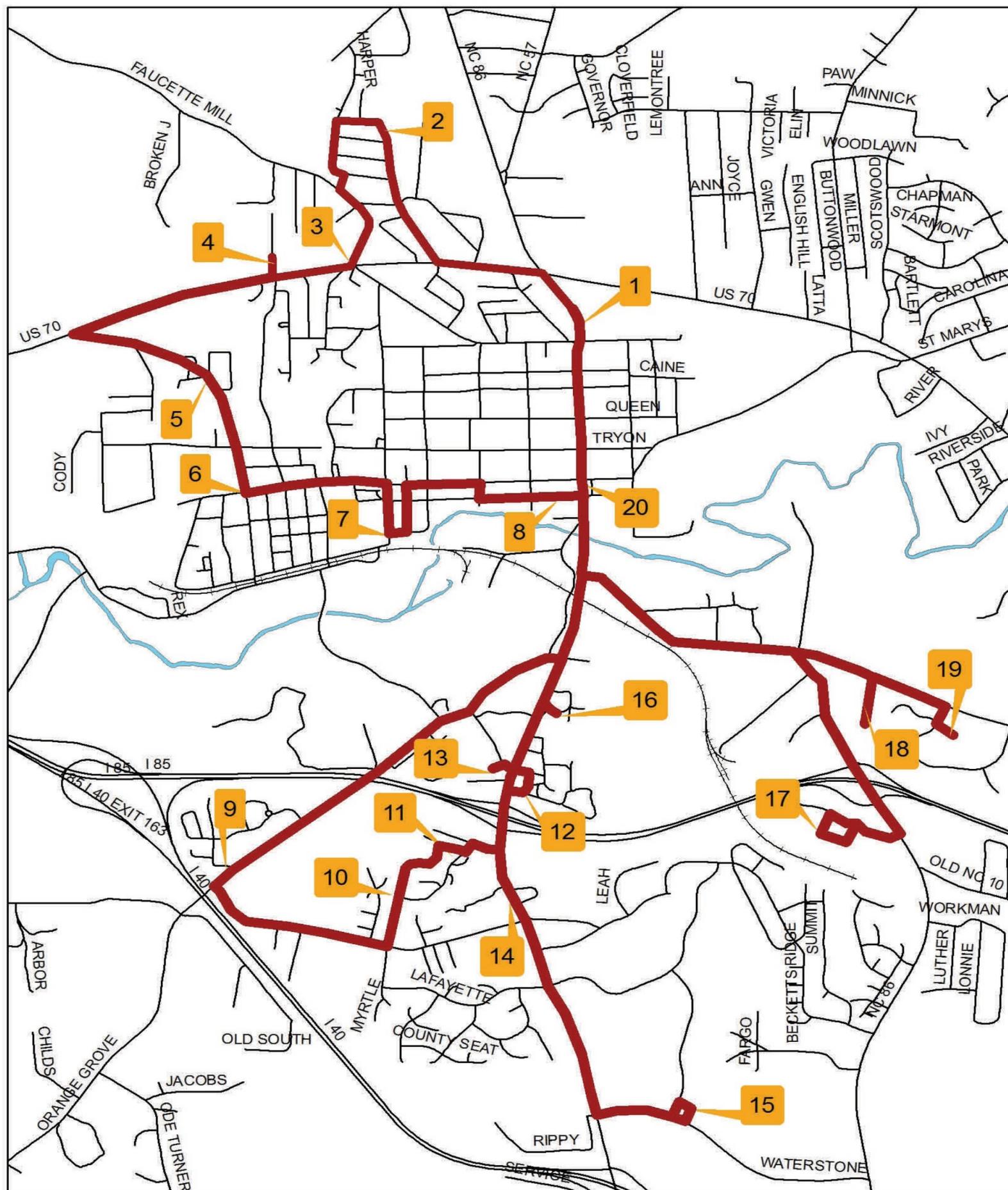
# Hillsborough Circulator

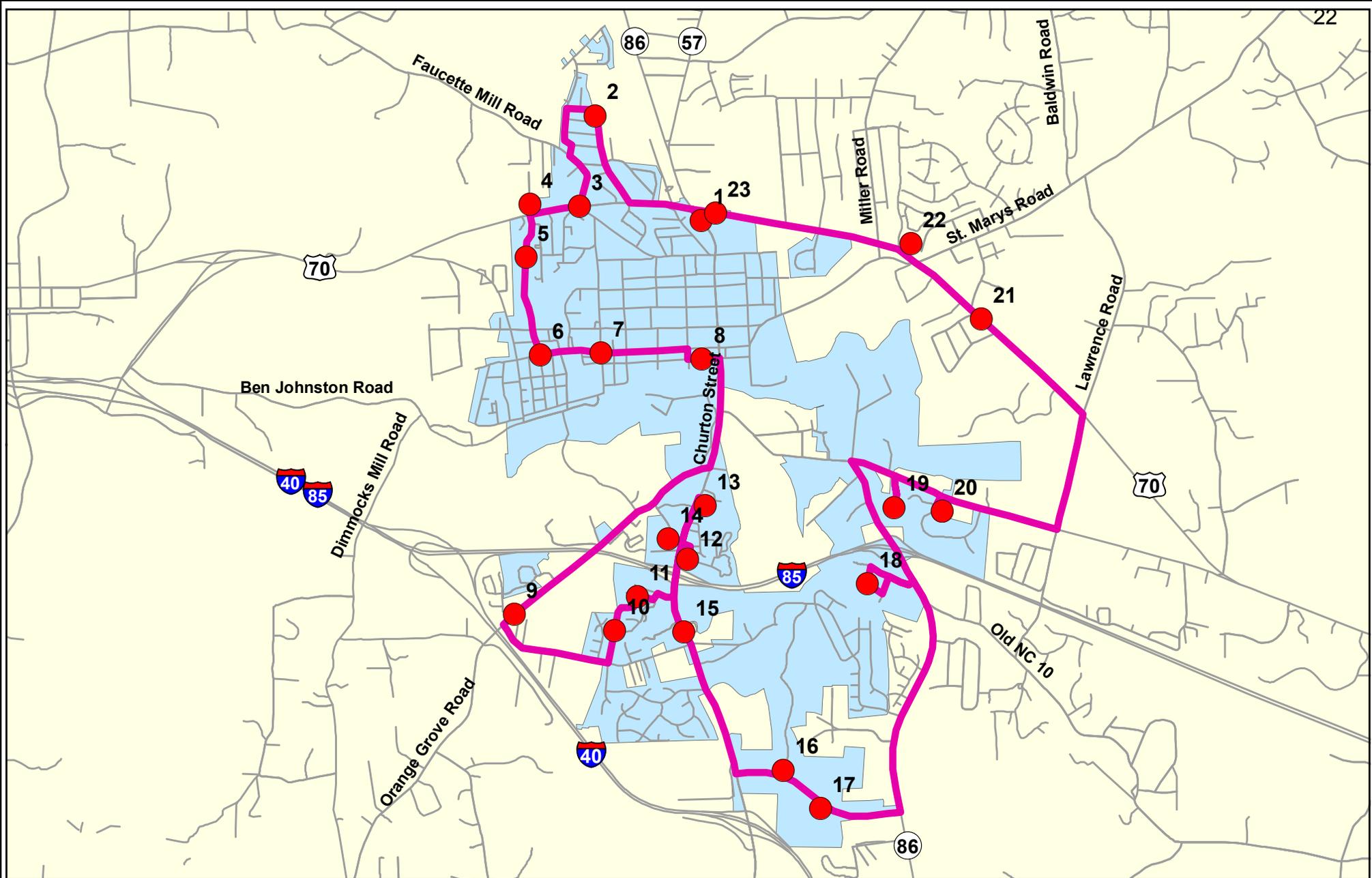
A.M. CIRCULATOR BUS SCHEDULE																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1
8:00	8:03	8:05	8:06	8:09	8:10	8:12	8:14	8:17	8:20	8:21	8:23	8:24	8:26	8:29	8:35	8:41	8:45	8:48	8:51	8:55
9:00	9:03	9:05	9:06	9:09	9:10	9:12	9:14	9:17	9:20	9:21	9:23	9:24	9:26	9:29	9:35	9:41	9:45	9:48	9:51	9:55
10:00	10:03	10:05	10:06	10:09	10:10	10:12	10:14	10:17	10:20	10:21	10:23	10:24	10:26	10:29	10:35	10:41	10:45	10:48	10:51	10:55
11:00	11:03	11:05	11:06	11:09	11:10	11:12	11:14	11:17	11:20	11:21	11:23	11:24	11:26	11:29	11:35	11:41	11:45	11:48	11:51	11:55

P.M. CIRCULATOR BUS SCHEDULE																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1
1:00	1:03	1:05	1:06	1:09	1:10	1:12	1:14	1:17	1:20	1:21	1:23	1:24	1:26	1:29	1:35	1:41	1:45	1:48	1:51	1:55
2:00	2:03	2:05	2:06	2:09	2:10	2:12	2:14	2:17	2:20	2:21	2:23	2:24	2:26	2:29	2:35	2:41	2:45	2:48	2:51	2:55
3:00	3:03	3:05	3:06	3:09	3:10	3:12	3:14	3:17	3:20	3:21	3:23	3:24	3:26	3:29	3:35	3:41	3:45	3:48	3:51	3:55
4:00	4:03	4:05	4:06	4:09	4:10	4:12	4:14	4:17	4:20	4:21	4:23	4:24	4:26	4:29	4:35	4:41	4:45	4:48	4:51	4:55

1- Maxway	6- King Street/West Hill Avenue	11- Gateway Apartments	16- Food Lion
2- Rainey Street	7- South Nash and Calvin Streets	12- Daniel Boone (antiques area)	17- Walmart/Home Depot (around loop)
3- Hester/Whitted/Daye	8- Library	13- Social Services	18- Eno Haven
4- Whitted Forest	9- Timbers Mobile Home Park	14- UNC Family Practice	19- Triangle SportsPlex
5- West Hill Avenue	10- Coachwood Apartments	15- Durham Tech Campus	20- Courthouse





**LEGEND**

- Hillsborough Town Boundary
- Circulator Route
- Proposed Circulator Stops/Order  
(23 total stops)
- Road/Street



**PROPOSED HILLSBOROUGH CIRCULATOR ROUTE**



Orange County Planning and Inspections Department  
BM - 08/26/2014

### ATTACHMENT 3 - Hillsborough Circulator Service Change Summary

**Table I: Existing Hillsborough Circulator Stop Order and Times**

Map ID	Stop Location	First Run Timing- Start 8am**	Existing Annual Ridership (2013)***
1	North Hills Shopping Center (Former Maxway)	8:00	441
2	Rainey Street/Hillsborough Police Substation	8:03	1,049
3	Hester/Whitted/Daye	8:05	866
4	Whitted Forest	8:06	494
5*	West Hill Avenue	8:09	390
6*	King Street/West Hill Avenue	8:10	219
7*	South Nash and Calvin Streets	8:12	138
8	Library	8:14	1,493
9	Timbers Mobile Home Park	8:17	353
10	Coachwood Apartments	8:20	736
11	Gateway Apartments	8:21	1,767
12	Daniel Boone Center	8:23	248
13	Orange County Social Services	8:24	652
14	UNC Family Practice	8:26	150
15	Durham Tech Campus	8:29	495
16	Food Lion	8:35	741
17	Walmart/Home Depot (around loop)	8:41	1,680
18	Eno Haven	8:45	318
19	Triangle Sportsplex/Central Orange Senior Center	8:48	381
20*	Courthouse	8:51	248

\*Stops highlighted in yellow proposed for elimination to add time back to route.

\*\*Existing Circulator timings are those printed on the public schedule and are not realistic.

\*\*\*Average calendar year 2013 ridership per stop was 643 boardings.

**Table II: Proposed Hillsborough Circulator Stop Order and Times**

<b>Map ID</b>	<b>Stop Location</b>	<b>Estimated First Run Timing- Start 8am</b>	<b>Existing Annual Ridership (2013)**</b>
1	North Hills Shopping Center	8:00	441
2	Rainey Street/Hillsborough Police Substation	8:03	1,049
3	Faucette Mill Rd and Cornelius Rd	8:06	866
4	Whitted Forest	8:08	494
5*	Lakeshore Drive	8:10	N/A
6*	Lakeshore Drive and King Street	8:11	N/A
7*	King St. and Nash St.	8:12	N/A
8	Library	8:14	1,493
9	Orange County Social Services	8:18	652
10	Rebecca Drive Shopping Area (Food Lion)	8:21	741
11	Timbers Mobile Home Park	8:25	353
12	Coachwood Apartments	8:28	736
13	Gateway Apartments	8:28	1,767
14	UNC Family Practice	8:31	150
15	Durham Tech Campus	8:36	495
16*	UNC Hospital – Hillsborough Campus	8:39	N/A
17	Hampton Pointe (Walmart)	8:45	1,680
18	Eno Haven	8:49	318
19	Triangle Sportsplex/Central Orange Senior Center	8:51	381
20*	Riverside Drive/U.S. 70	8:56	N/A
21*	Scottswood Blvd/U.S 70 (Food Lion)	8:58	N/A
22*	Kerr Drug Store/Walgreen's	9:00	N/A

\*Stops highlighted in green are newly proposed stops.

\*\*Average calendar year 2013 ridership per stop was 643 boardings.