



**Orange Unified Transportation Board**  
**December 18, 2013**  
**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>Approval of Minutes</b> Minutes from October 16, 2013
7:08	3.	<b>Consideration of Additions to the Agenda</b>
	4.	<b>Regular Agenda</b>
7:10		<b>Draft Safe Routes to School (SRTS) Strategic Action Plan.</b> An overview of the 264-page Plan has been provided in the packet. The draft SRTS Plan is also available on the Orange County Planning Department website at: <a href="http://www.orangecountync.gov/planning/transportation.asp">http://www.orangecountync.gov/planning/transportation.asp</a> . Hard copy of the Plan is available upon request.  <b>OUTBoard Action:</b> This plan has been referred to the OUTBoard by the BOCC for review, with a request that a recommendation be returned to the BOCC in time for its February 18, 2014 regular meeting.
7:50	5.	<b>OUTBoard Input for County Commissioners' Annual Planning Retreat</b> Development of a list of concerns or emerging issues for the upcoming year that the OUTBoard plans to address, or wishes to bring to the Commissioners' attention.  <b>OUTBoard Action:</b> Develop and approve list
8:10	6.	<b>Staff Updates</b> a. Notes from NCDOT luncheon meeting b. Eno EDD Access Management Plan c. Ad hoc committee to define the needs of the County Central and Rural Bus Program  <b>OUTBoard Action:</b> Receive updates





- 8:30 7. **2014 Meeting Calendar**  
**OUTBoard Action:** Receive calendar.
- 8:35 8. **Election of New Chair/Vice-Chair**  
The terms for the current Chair and Vice Chair are concluding; new appointments are needed.
9. **OUTBoard Action:** Vote on new Board Chair and Vice-Chair
- 8:45 10. **Upcoming Agenda Items of Interest on Other Regional Transportation Related Board Agendas**  
**OUTBoard Action:** Receive information as a handout
- 8:50 11. **Board Comments**  
**OUTBoard Action:** Receive comments
- 9:00 12. **Adjournment** – The OUTBoard's next meeting will be January 15, 2014

*Happy Holidays  
Have Fun  
See you in 2014!*



## DRAFT

MINUTES  
ORANGE UNIFIED TRANSPORTATION BOARD  
OCTOBER 16, 2013

1  
2  
3  
4  
5 MEMBERS PRESENT: Paul Guthrie, At-Large Chapel Hill Township; Amy Cole, Transit Advocate; Sam Lasris, Cedar  
6 Grove Township Representative; Alex Castro, Bingham Township Representative; Gary Saunders, Commission for  
7 the Environment Representative; Brantley Wells, Hillsborough Township Representative;

8  
9  
10 MEMBERS ABSENT: Jeff Charles, Bicycle Advocate; Andrea Rohrbacher, Planning Board Representative; Jeff Miles,  
11 Pedestrian Advocate; Ted Triebel, Little River Township Representative; Vacant- Checks Township Representative;  
12 Vacant – Eno Township Representative; Vacant – Economic Development Representative

13  
14  
15 STAFF PRESENT: Abigaile Pittman, Transportation/Land Use Planner;

16  
17  
18 OTHERS PRESENT: Lisa Burley, Orange County Department on Aging

19  
20  
21 AGENDA ITEM I: CALL TO ORDER AND ROLL CALL

22  
23  
24 AGENDA ITEM II: APPROVAL OF MINUTES FOR AUGUST 21, 2013

25  
26 The September 18, 2013 OUTBoard minutes were approved with changes by consensus.

27  
28  
29 AGENDA ITEM III: CONSIDERATIONS OF ADDITIONS TO THE AGENDA

30  
31  
32 AGENDA ITEM IV: REGULAR AGENDA

33 DRAFT ENO ECONOMIC DEVELOPMENT DISTRICT ACCESS MANAGEMENT PLAN.

34 The Draft Access Management Plan is available on the Orange County Planning  
35 Department Website at: <http://orangecountync.gov/planning/SpecialProjects.asp>

36 **OUTBoard Action:** This plan has been referred to the OUTBoard by the BOCC for  
37 review, with a request that a recommendation be returned to the BOCC in time for its  
38 November 19, 2013 regular meeting.

39  
40  
41 Abigaile Pittman advised the members that the Eno Economic Development District Access Management Plan was  
42 heard at the September 9<sup>th</sup> Quarterly Public Hearing. The Commissioners referred it to the Planning Board and  
43 OUTBoard for recommendation, and the Planning Board reviewed it and recommended the plan on October 2<sup>nd</sup>.

44  
45 *Abigaile Pittman reviewed the Access Management Plan.*

46  
47 Alex Castro asked if the Durham side of the Eno area was an economic development zone.

48  
49 Abigaile Pittman responded that it is not but the area is Durham's future jurisdiction and they are planning for  
50 extension of their urban services into the area, so they have amended their land use plan to be consistent with the  
51 Orange County land use plan. She noted that Orange County has a utility service agreement with Durham. *Abigaile*  
52 *continued review of the item.*

53  
54 Sam Lasris asked Abigaile to explain the internal connectivity.

## DRAFT

55  
56 Abigaile Pittman responded that the dash lines on the map represent frontage roads and then further into areas  
57 future development would also use access roads. Basically future road networks would be off US 70. Entering US  
58 70 would occur at identified safe access points.

59  
60 Paul Guthrie raised a question about the proposed transit stop which was just a place where one could possibly be in  
61 the area. He added that the long range plan for the NC Railroad for potential commuter rail between Goldsboro and  
62 Greensboro is a long term strategy. There is the likelihood that the junction of the Chapel Hill/Carrboro spur of the  
63 railroad will be in our area where there might be a switching station for passengers from a long term future  
64 north/south Orange County transit system. While working on the Hillsborough rail station committee one thing  
65 discussed was that they could only locate Amtrak stations so often and if they put a station where they have here,  
66 and then they have the Durham station, they will have a problem of either in the future putting a stop at the junction  
67 or they would not interested in having Hillsborough as a stop because of the overabundance of stations. It would be  
68 relatively easy to have a station at the Chapel Hill/Carrboro spur junction with the necessary parking. One thing most  
69 people don't understand, including some of the people who building along the railroad, is that it's a 360-foot right-of-  
70 way. It is a large right-of-way and it's owned by the NC Railroad Company which was created by the state of North  
71 Carolina. Even in downtown Durham, that 360-foot right- of-way is not always honored so that's an issue. He  
72 continued that in the foreseeable future, within 10 years, the railroad track will be double tracked from where it ends  
73 its double track in the first third of the eastern part of the map and all those tussles that are now too low will have to  
74 be expanded which means they would be rebuilt. The third issue is that is now a residential neighborhood and to put  
75 a railroad commuter station in the middle of a neighborhood like that is not very good far sighted planning. A  
76 broader issue which is not on our agenda is that some of that residential housing in the middle of this area is all  
77 single family units that are not going to disappear in ten years, so the question is how you deal with that area in terms  
78 of transportation access. Most of the other transportation suggestions are very well done and thought out. Paul  
79 informed the Board that in the area of NC 10 there are only two discernible business enterprises; it is basically  
80 modest homes.

81  
82 Sam Lasris noted that the question is what it will be in 2030 or 2070.

83  
84 Paul Guthrie answered that it depends on how the transportation planning takes place and what kind of structure you  
85 put on Old NC 10.

86  
87 Sam Lasris added that he thinks most of the action is really centering on US 70 and I-85 and not Old NC 10 and he  
88 thinks that in 2070 it will be like 15-501 between Durham and Chapel Hill and basically NC 10 and the areas beyond  
89 that will remain pretty much unscathed because it's not where the action really is.

90  
91 Paul Guthrie added that how the County handles the development of Old NC 10 may determine that outcome.

92  
93 Abigaile Pittman noted that the Plan contains criteria that there be no access by non-residential development through  
94 the 10 year transition area until it commences a transition with urban densities/ intensities.

95  
96 Sam Lasris moved that the OUTBoard approve the recommendation. Paul Guthrie asked that a member amend the  
97 motion to include a request that the Planning Board keep the OUTBoard informed of progress on this issue. Alex  
98 Castro made that motion and Sam Lasris seconded it.

99  
100 Amy Cole noted that she thinks there are a lot of people that unfortunately are too late in having their voices heard.

101  
102 Abigaile Pittman responded that the staff proposes to review protections measures for Old NC 10.

103  
104 Amy Cole continued that she acknowledges the protection considerations but there are a lot of low income homes.

105  
106 Abigaile Pittman responded that they are not in a position to undo the land use plan and zoning approvals that the  
107 BOCC has already done. She added that they are in a position moving forward to offer options for protection.

108

## DRAFT

109 Amy Cole added that she is in agreement but in general the whole plan doesn't sit well with her but at this point the  
110 concept is already approved and now it is the best situation going forward.

111  
112 The motion was seconded and approved unanimously.

113  
114

- 115 **AGENDA ITEM V: STAFF UPDATES**
- 116 a. Board of County Commissioners (BOCC) recommendations for new projects in the
  - 117 DCHC MPO and TARPO planning areas for the State Transportation Improvement
  - 118 Program (STIP)
  - 119 b. Clarification regarding bicycle project in the STIP
  - 120 c. Safe Routes to School Plan adoption schedule
  - 121 d. OUTBoard Appointments
  - 122 e. OUTBoard items of discussion for Chuck Edwards, NCDOT District Engineer
- 123 **OUTBoard Action:** Receive updates

124  
125 Abigaile Pittman provided an update that the BOCC is reviewed the list of BG MPO projects recommended by the  
126 OUTBoard, and on the 19<sup>th</sup> will review the remainder of the projects in the DCHC MPO and TARPO area for the  
127 STIP. Also, Triangle Transit is working with Orange County for the list of bus projects for implementation of the  
128 Orange County Bus and Rail Investment Plan (BRIP) and a report should be out by the end of the year.

129  
130 Alex Castro requested that the OUTBoard be given access to the presentation of the DCHC MPO coordinated public  
131 transportation plan workshop. He noted that this request was made to the consultants but they never followed up on  
132 it. He thinks they do their thing in the MPO and the OUTBoard hears about it secondarily and he thinks the Board  
133 should know what is going on as it happens as opposed to after it has been completed.

134  
135 Abigaile Pittman stated that she would follow up and get back with Alex Castro about this report.

136  
137 Abigaile Pittman clarified information from last month's meeting about bike projects that are over 1 million dollars  
138 having to be classified as highway projects. She stated that NCDOT has reversed that decision and determined they  
139 will continue to be bike projects no matter the costs. Local governments will have to come up with 20% and  
140 administer the projects.

141  
142 Abigaile Pittman advised that the Safe Routes to School Plan adoption schedule was approved by the BOCC and the  
143 OUTBoard will be reviewing it at its December 18<sup>th</sup> meeting.

144  
145 Abigaile Pittman advised that the OUTBoard will be also be working on the annual work plan to be submitted to the  
146 BOCC in December.

147  
148 Abigaile Pittman let the OUTBoard know that there may not be a need to meet in November and that she would  
149 follow up to confirm.

150  
151 Paul Guthrie requested to have the Safe Routes to School material several weeks in advance of the December  
152 meeting in order to have ample time for review.

153  
154 Alex Castro suggested working on the annual report by email prior to the December meeting.

155  
156 Abigaile Pittman advised the Board of the two newly appointed OUTBoard members, Brantley Wells representing  
157 Hillsborough Township and Donald Wollum representing Eno Township.

158  
159 Abigaile Pittman advised the members that Chuck Edwards, NCDOT wants an agenda before coming to a meeting  
160 due to time constraints and asked the members to send her topics for an agenda.

161  
162 Paul Guthrie suggested that Chuck Edwards give the OUTBoard a candid appraisal of what he thinks the new  
163 system is going to do with regard to the allocation of different kinds of projects in Orange County.

## DRAFT

164  
165 Abigaile Pittman requested that members email her with anything they would like to discuss with or learn about from  
166 Chuck Edwards.  
167  
168  
169 **AGENDA ITEM VI: UPCOMING AGENDA ITEMS OF INTEREST ON OTHER REGIONAL TRANSPORTATION RELATED**  
170 **BOARD AGENDAS**  
171 **OUTBoard Action:** Receive information as a handout  
172  
173  
174 **AGENDA ITEM VII: BOARD COMMENTS**  
175 **OUTBoard Action:** Receive comments  
176  
177 Gary Saunders advised that on the Commission for the Environment they are working on the latest version of the  
178 State of the Environment report.  
179  
180  
181 **AGENDA ITEM VII: MEETING SCHEDULE- THE OUTBoard's next scheduled meeting is November 20, 2013, but**  
182 **this meeting may not be held due to lack of an agenda.**  
183  
184  
185 **AGENDA ITEM IX: ADJOURNMENT**  
186  
187 The meeting was adjourned by consensus.

**ORANGE COUNTY  
ORANGE UNIFIED TRANSPORTATION BOARD (OUTBoard)**

**ACTION AGENDA ITEM ABSTRACT**

**Meeting Date:** December 18, 2013

**Action Agenda  
Item No. 4**

**SUBJECT:** Safe Routes to School (SRTS) Strategic Action Plan

**DEPARTMENT:** Planning and Inspections

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

N

**ATTACHMENT(S):**

1. Amendment Outline Form
2. SRTS Action Plan Overview
3. Draft SRTS Strategic Action Plan  
<http://orangecountync.gov/planning/documents/UpdatedSRTSPlan-allchapterscombined.pdf> (264 pages; hard copy available upon request)
4. Process Flowchart

**INFORMATION CONTACT:**

Abigaile Pittman, Transportation/Land Use Planner, 245-2567  
Tom Altieri, Comprehensive Planning Supervisor, 245-2579  
Craig Benedict, Planning Director, 245-2592

**PURPOSE:** To make a recommendation to the Board of County Commissioners (BOCC) on the Safe Routes to School (SRTS) Strategic Action Plan required for implementing a Safe Routes to School program in Orange County.

**BACKGROUND:** Background information on the SRTS program can be found in Section B.2 of Attachment 1, the Amendment form, approved by the BOCC on October 15, 2013. The Amendment form contains details regarding the timeframe for the adoption process. The form also outlines the rationale, process, and implications of the development and adoption of the Safe Routes to School (SRTS) Strategic Action Plan.

The Draft SRTS Plan was reviewed by the NCDOT Bicycle and Pedestrian Division and a final draft was completed and returned to the Planning Staff in December 2012.

The three schools chosen for the SRTS Action Plan are part of the Orange County school system, and all are located inside or adjacent to the Town of Hillsborough:

- Grady A. Brown Elementary School
- Cameron Park Elementary School
- C.W. Stanford Middle School

An overview of the SRTS program purpose, considerations for chosen school sites, recommended projects, and information on project funding can be found in Attachment 2.

Staff's pre-adoption activities on the Draft SRTS Strategic Action Plan can be found in Section C.1 of Attachment 1.

Public Outreach:

The Plan development process included a public workshop completed in April 2008 that sought input from residents, including parents, teachers, principals, children, Town of Hillsborough staff, and Orange County staff.

Attachment 3 is the full (264-page) Draft SRTS Action Plan for public hearing. A link is provided to an online copy of Plan; a hard copy is available upon request.

Attachment 4 is a flowchart describing the process for the development and adoption of the SRTS Strategic Action Plan.

The BOCC had a public hearing on the Plan at its November 19 meeting. OUTBoard Chair Paul Guthrie was present at the meeting. No members of the public spoke in favor or against the Plan. The BOCC had two comments:

1. To provide additional details about project costs and funding; and
2. To prepare an exhibit with charts depicting the number of students within walking range of each of the three school addressed in the Plan.

The BOCC referred the Plan to the OUTBoard with a request that a recommendation be returned to the BOCC in time for the February 18, 2014 BOCC regular meeting.

**FINANCIAL IMPACT:** Other than staff time, there is no financial impact associated with receiving and considering the SRTS Action Plan. Review of the Draft Plan has been done by existing Planning staff in the Department's Comprehensive Planning Division. Following adoption, Plan implementation will require assistance from the NCDOT SRTS Program staff, the Orange County Schools staff, and the Town of Hillsborough staff.

**RECOMMENDATION(S):** The Staff recommends the Board:

1. Receive the Draft Safe Routes to School (SRTS) Strategic Action Plan (Attachment 3).
2. Recommend approval of the Plan to include any additional items as recommended by the OUTBoard.

# COMPREHENSIVE PLAN/ FUTURE LAND USE MAP AND UNIFIED DEVELOPMENT ORDINANCE (UDO) AMENDMENT OUTLINE

## A. AMENDMENT TYPE

### Map Amendments

- Land Use Element Map:  
From: ---  
To: ---
- Zoning Map:  
From: - --  
To: ---
- Other:

### Text Amendments

- Comprehensive Plan Text:
- UDO Text:  
 UDO General Text Changes  
 UDO Development Standards  
 UDO Development Approval Processes
- Other: Safe Routes to School (SRTS) Action Plan

## B. RATIONALE

### 1. Purpose/Mission

The purpose of the SRTS program is to:

- Enable and encourage children, including those with disabilities, to walk and bicycle to school;
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

The NC SRTS Program works with schools, local governments and agencies, advocacy and non-profit organizations, and public health professionals at a grassroots level to identify improvements that can help make bicycling and walking to and from school a safe and healthy transportation alternative. Orange County received a SRTS Strategic Action Plan Service Award in July 2008 for planning assistance to prepare an Action Plan for Grady A. Brown Elementary School, Cameron Park Elementary School and C.W. Stanford Middle School. In 2009 NCDOT contracted Greenways, Incorporated and Greene Transportation Solutions to work with County staff, local agency representatives, School Team leaders and principals of the three schools to identify non-motorized infrastructure improvements that enhance safety for walking and bicycling.

The Plan development process included a visioning and goals session and map working session with the project staff, steering committee, and consultants. This was followed by comprehensive fieldwork and a public workshop that sought input from residents, including parents, teachers, principals, children, Town of Hillsborough staff, and Orange County staff. This input and analysis led to the development of a draft plan that consisted of an analysis of existing conditions, and recommendations in the program's framework of engineering, education, encouragement, enforcement, and evaluation (the essential '5 E's' of the program).

## 2. **Analysis**

*Additional analysis will be part of the subsequent evaluation and approval of project implementation actions.*

## 3. **Comprehensive Plan Linkage (i.e. Principles, Goals and Objectives)**

Chapter 9: Transportation Element Goals 1, 2, 3 and 4 and their supporting objectives address a multi-modal transportation system, promotion of public health and safety, and transportation planning that serves development. Several objectives specifically speak to the provision of bikeways and walkways.

## 4. **New Statutes and Rules**

N/A

# C. PROCESS

## 1. **TIMEFRAME/MILESTONES/DEADLINES**

- a. Completion of Final Draft Plan by Consultant and NCDOT

December 2012

- b. Orange County BOCC/Town of Hillsborough Commissioners Joint Meeting Updates

February 24, 2011

February 21, 2013

## b. BOCC Authorization to Proceed

April 9, 2013 (Initial adoption steps):

- Joint staff planning meetings with Orange County Schools and the Town of Hillsborough;
- Meetings with the Orange County School Board and the Town of Hillsborough Town Board to provide information and receive endorsement to proceed; and
- The completion of updates to the draft SRTS Action Plan pertaining to the review of local planning document resources, federal and state funding sources, depicted school district boundaries, and general corrections such as the spelling of some road names, etc.

October 15, 2013 (adoption steps)

## c. Joint Staff Meeting with Orange County Schools and the Town of Hillsborough

On April 30, 2013 Planning staff met with staff from the Town of Hillsborough, Orange County Schools, Orange County Health Department, and representatives from the state Community Transformation Grant program (a related program and possible funding source). Additional conversations and meetings occurred in May, June and July to discuss the progress of pre-adoption steps;

## d. Meet with Orange County School Board and the Town Board of Hillsborough to Brief and Receive Approval for Initial SRTS Adoption Steps

On May 28, 2013 Planning staff presented an overview of the SRTS Action Plan and proposed pre-adoption steps to the Orange County School Board and received its endorsement.

On June 10, 2013 Planning staff presented an overview of the SRTS Action Plan and proposed pre-adoption steps to the Town of Hillsborough Board and received its endorsement.

## e. Staff Editing of Draft SRTS Action Plan

Planning staff made minor edits to the Draft SRTS Action Plan through August pertaining to the review of local planning document resources, federal and state funding sources, revisions to depicted school district boundaries, and general corrections such as the spelling of some road names, etc. No revisions were made to project recommendations developed by the Plan steering committee.

## f. BOCC Public Hearing

November 19, 2013 (OUTBoard members encouraged to attend)

## g. Orange County Schools Adoption Consideration

January 13, 2014

## h. Town of Hillsborough Adoption Consideration

February 10, 2014

## i. BOCC Adoption Consideration

February 18, 2014

**2. PUBLIC INVOLVEMENT PROGRAM**

The Plan development process included a public workshop completed in April 2008 that sought input from residents, including parents, teachers, principals, children, Town of Hillsborough staff, and Orange County staff.

a. Advisory Boards:

OUTBoard - March 20, 2013 update  
 OUTBoard – December 18, 2013 review and recommendation

b. Local Government Review:

Town of Hillsborough, as noted in  
 Section C.1. above

c. Notice Requirements

Not required for these adoption steps

d. Outreach:

General Public: The Plan development process included a public workshop completed in April 2008 that sought input from residents, including parents, teachers, principals, children, Town of Hillsborough staff, and Orange County staff.

Small Area Plan Workgroup: N/A

Other: Joint staff meetings with Orange County Schools and the Town of Hillsborough; and meetings with the Orange County School Board and the Town Board of Hillsborough.

**FISCAL IMPACT**

Other than staff time, there is no financial impact associated with receiving, considering and authorizing the staff to proceed with adoption steps for the SRTS Action Plan.

**D. AMENDMENT IMPLICATIONS**

N/A

**E. SPECIFIC AMENDMENT LANGUAGE**

N/A

**Primary Staff Contact:**

Abigaile Pittman

Planning Department

(919) 245-2567

abpittman@orangecountync.gov

## ATTACHMENT 2

### **Safe Routes to Schools (SRTS) Strategic Action Plan OVERVIEW** November 19, 2013

#### **SRTS PROGRAM BACKGROUND AND PURPOSE**

The Safe Routes to School (SRTS) Program was established in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). It is a federally-funded grant reimbursement program providing an opportunity for communities to improve conditions for bicycling and walking to school. Section 1404 of SAFETEA-LU mandates that the North Carolina Department of Transportation (NCDOT) administer this program within the state, providing financial assistance to state, local, and regional agencies, including non-profit organizations that demonstrate an ability to meet the requirements of the program.

The purpose of the SRTS program is to:

- Enable and encourage children, including those with disabilities, to walk and bicycle to school.
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

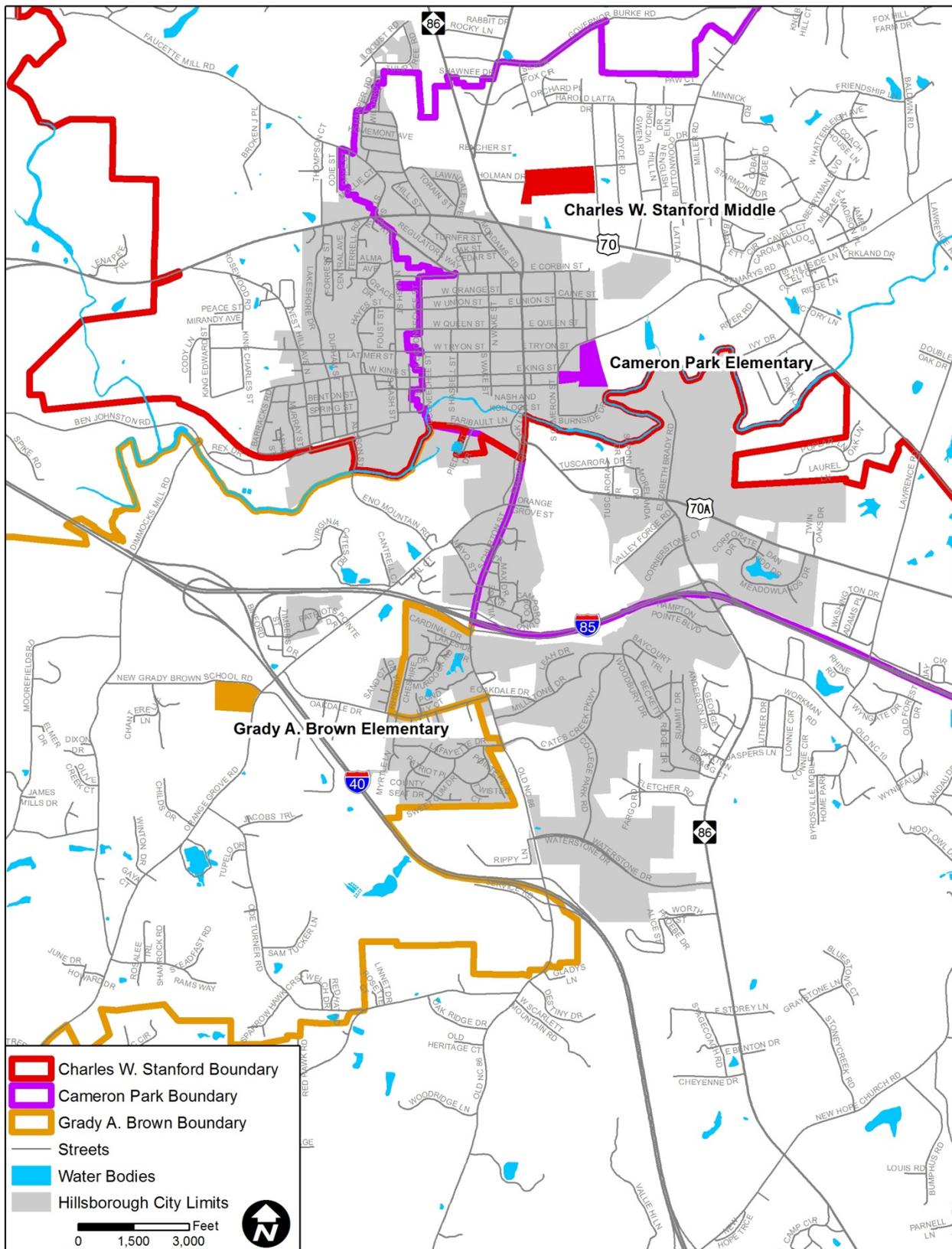
The NC SRTS Program works with schools, local governments and agencies, advocacy and non-profit organizations, and public health professionals at a grassroots level to identify improvements that can help make bicycling and walking to and from school a safe and healthy transportation alternative.

#### **THREE SCHOOLS ADDRESSED BY THE SRTS ACTION PLAN**

- Grady A. Brown Elementary School
- Cameron Park Elementary School
- C.W. Stanford Middle School

The three schools chosen for the SRTS Action Plan are part of the Orange County school system, and all are located inside or adjacent to the Town of Hillsborough. A comprehensive, multi-faceted approach was taken to examine existing conditions including the collection of data from parent surveys and student travel tallies, site work and field interviews, and area mapping. A thorough inventory of existing conditions was assembled at each school site to provide a baseline by which to measure the results and outcome of the SRTS Program at the community, school and street levels.

ATTACHMENT 2



## ATTACHMENT 2

**CONSIDERATIONS FOR CHOSEN SCHOOL SITES**

Grady Brown Elementary School – located on New Grady Brown School road just off Orange Grove Road.

- The school is south of I-40 and the roadway bridge has very narrow shoulders.
- There are multiple two-lane rural roadways that pose safety barriers for school-age cyclists and pedestrians.
- There are no sidewalks or pedestrian sidewalks or pedestrian facilities of any kind leading to and away from the school.
- There are no bicycle racks on campus.
- There are no crossing guards.
- Tallies: 240 students were driven by their parents; 225 students took the bus; 0 students walked; and 0 students bicycled.
- Unofficial bus stops lack clear designation and safe harbor in some locations.
- Existing safety concerns expressed by parents: distance; traffic speeds along routes (45 and 55 mph); traffic volumes along routes; lack of sidewalks or pathways; and unsafe intersections and crossings.
- Crime not a significant issue of concern based on field analysis and public input.
- Motorist's behaviors observed as "good" on campus and "fair" along Orange Grove Road.
- Pedestrian behaviors observed to be generally safe around the school.
- Minor backups of automobile traffic during drop-off times, with more congested backups during pickup times (causing some thru-traffic weaving and blind spots).
- There is a clear school zone and pedestrian crossing signage along New Grady Brown School Road.
- There are on-campus sidewalks along the building front, adjacent to the car drop-off line.
- Access concerns along Orange Grove Road were highlighted by the BOCC/Hillsborough-approved Orange Grove Road Access Management Report (2003).
- The nearby Patriots Pointe multifamily development has one of the highest densities in the County and is within walking distance of the school.
- Projects for the school would also benefit Cedar Ridge High School.

CW Stanford Middle School – located next to Orange High School inside a neighborhood with residential roads

- The school is flanked by US 70 and Orange High School Road.
- There is no sidewalk connectivity to neighborhoods and streets in the vicinity of the school; and the residential land use and street pattern on the eastern side of the school prevents a direct connection to the school, currently requiring students to use US 70.
- There are no bicycle racks on campus.

## ATTACHMENT 2

- US 70 presents a serious safety threat for pedestrians and bicyclists because of its lack of infrastructure, high speeds, and high traffic volumes.
- There are very few traffic calming facilities in the area of the school
- Tallies: 357 students were driven by their parents; 211 students took the bus; 3 students walked; and 0 students bicycled
- Existing safety concerns expressed by parents: distance; traffic volumes along routes; traffic speeds along routes; safety of intersections and crossings; and the lack of sidewalks or pathways
- Motorist's behaviors observed as "good" on campus, "fair" along Orange High School Road, and "bad" on US 70
- Crime not a significant issue of concern based on field analysis and public input
- Minor backups of automobile traffic during drop-off and pickup times.
- There are possibilities of connecting neighborhoods to the school using trails and greenways along current easements and "cut throughs".
- On-campus sidewalks and crosswalks are adequate.

Cameron Park Elementary School – located next to St. Matthews Episcopal Church on St. Mary's Road near downtown Hillsborough, with adjacent small businesses and low density residential development

- The traffic volumes are very high on St. Mary's Road, especially during commuter hours.
- There are no sidewalks or bicycle lanes in the vicinity of the school.
- There are multiple roadways that pose safety barriers and challenges for elementary school age pedestrians and bicyclists.
- Tallies: 237 students were driven by their parents; 187 students took the bus; 19 students carpooled; 3 students walked; and 0 students bicycled.
- Existing safety concerns expressed by parents: traffic speeds along routes; traffic volumes along routes; distance; safety of intersections and crossings; and the lack of sidewalks or pathways.
- Motorist's behaviors observed as "fair" on campus, and "bad" on St. Mary's Road.
- Significant backups of automobile traffic during drop-off and pickup times that impact off and on-site traffic, turning movements, and relate to dangerous vehicular maneuvers.
- Not all curb ramps comply with ADA regulations.
- The existing bicycle rack on the school's campus is situated where only one side can be used and is not covered.
- There is a clearly defined school zone on St. Mary's Road.
- Besides the crossing on St. Mary's Road at Thomas Ruffin Road, there are no marked crosswalks in the vicinity of the school.
- There is an established trail connecting to the adjacent property to the school grounds that can give children access without having to walk along St. Mary's Road.
- Projects for the school would also benefit Orange High School.

## ATTACHMENT 2

**SRTS PROJECTS**

The SRTS program allows for a great variety of programs that can be implemented. Eligible SRTS projects can be bundled as infrastructure and non-infrastructure. Funding can include training volunteers, street crossings, safety and Intelligent Transportation Systems (ITS), bicycle/pedestrian lanes, etc. All projects must be within two (2) miles of a K-8 school.

In response to previous questions from Commissioners regarding whether the SRTS Program will allow projects for high schools, staff has learned that the NCDOT SRTS Program will fund only those activities that specifically plan for improvements and programs that promote safe, active travel to K-8 schools, however the benefit of a project does not have to be exclusively for a K-8 school addressed by the Plan. While project inclusion in the adopted plan is encouraged, not all projects must be included in the adopted SRTS plan. Projects from the Plan with multiple purposes/greater impact are favored. If, for example, a proposed project for CW Stanford Middle School met the objectives of the SRTS program, but also happened to provide a benefit to the Orange High School, that is acceptable and even encouraged.

However, there are projects that are not allowed. The following are ineligible activities:

- Recurring costs, such as school crossing guards
- Pick-up and drop-off sites
- Educational focus buses
- Bus stop improvements

The NCDOT SRTS Program will fund only those activities that specifically plan for improvements and programs that promote safe, active travel to K-8 schools and while project inclusion in the adopted plan is encouraged, not all projects must be included in the adopted SRTS plan.

A variety of sources were consulted during the development of the infrastructure recommendations:

- Plans and studies
- Existing conditions
- The Consultant's fieldwork inventory
- Public input
- Noted patterns of development

Grady Brown Elementary Projects Identified in the SRTS Action Plan:

- Project #1: New Grady Brown School Road Sidewalk and Midblock Crossing
- Project #2: Orange Grove Road / I-40 Bridge Pedestrian Facilities
- Project #3: Oakdale Road Safety Improvements
- Project #4: Patriots Pointe Trail Connection

CW Stanford Middle School Projects Identified in the SRTS Action Plan:

- Corridor Improvement Projects (8) (sidewalks, multi-use paths) along Orange High School Road, US 70, Harold Latta Road, Miller Road, NC 86, NC 57, and along new off-road multi-use paths.

## ATTACHMENT 2

- Crossing Improvement Projects (9) along US 70, Orange High School Road, NC 86, and Gwen Road.
- Traffic Calming Measures along US 70.
- On-campus Improvements (sidewalks, crosswalks, bicycle racks, curb ramps).
- Enhance 'cut throughs' to school from neighborhoods to the north and west.
- Follow Town of Hillsborough's sidewalk/greenway planning.

### Cameron Park Elementary School Projects Identified in the SRTS Action Plan:

- Corridor Improvement Projects (11) (sidewalks, bicycle lanes, greenway trails) along Cameron Street, St. Mary's Road, US 70, Queen Street, Thomas Ruffin Street, and several new off-road sites.
- Crossing Improvement Projects (4) along Thomas Ruffin Street, St. Mary's Road, Cameron Street, and Churton Street.
- Traffic Calming Measures along Queen Street, Thomas Ruffin Street, Cameron Street, and St. Mary's Road.
- Off-campus Improvements (bicycle racks, crossing guards, left-turn restrictions, alleviating conflicts with parking areas).
- Pedestrian signals at signalized intersections along Churton Street.

## PROJECT FUNDING

The Safe Routes to School (SRTS) Program was established in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation as a federally-funded grant reimbursement program providing an opportunity for communities to improve conditions for bicycling and walking to school. The SRTS program is a reimbursement program that does not require a local match (100% federally funded). Section 1404 of SAFETEA-LU mandated that the North Carolina Department of Transportation (NCDOT) administer this program within the state, providing financial assistance to state, local, and regional agencies, including non-profit organizations that demonstrate an ability to meet the requirements of the program.

There were some revisions to federal and state funding sources in October 2012 that will impact future funding sources for the Safe Routes to School program. Specifically, the federal Moving Ahead for Progress in the 21st Century Bill (MAP-21) SRTS program direct allocation funds were removed. MAP-21 authorized the Transportation Alternatives Program (TAP) to provide funding for programs and projects defined as transportation alternatives, including safe routes to school projects. The TAP replaced the funding from pre-MAP-21 programs, including the SRTS program.

However, NCDOT staff has advised the Planning staff that there will continue to be SAFETEA-LU funds available for the program under its rolling grant cycle. It is anticipated that these funds will be continued on an annual basis through FFY 2014 (i.e. September 2015). SAFETEA-LU funds apportioned for the SRTS Program prior to MAP-21 are available until expended. In 2012 the North Carolina SRTS Program received an allocation of \$4,699,927, from which projects have been funded in Chapel Hill, Asheville, Greenville, Mooresville, and Brevard.

## ATTACHMENT 2

After identifying projects from the Plan to implement, the County would apply through the NCDOT Division 7 office. Project funding is based on project priority with as much local support as possible (Schools, PTA, Superintendent, municipalities, BOCC, supporting plans, etc.), and projects from the Plan with multiple purposes/greater impact are favored. If, for example, a proposed project for CW Stanford Middle School met the objectives of the SRTS program, but also happened to provide a benefit to the Orange High School, that is acceptable and even encouraged.

Post expenditure of the existing SAFETEA-LU SRTS Program funds, future funding for SRTS projects will be with TAP funds. The Federal share will be the same as for the general Federal-aid highway program: 80 percent Federal/20 percent State or local match. Also, to address the shift in funding programs, prioritized SRTS projects will be included on the list of future year projects submitted for SPOT 3.0 scoring.

The recommended first step in successful future SRTS project funding is the adoption of the Plan by Orange County, Orange County Schools, and the Town of Hillsborough. Adoption of the SRTS Action Plan demonstrates local commitment to the objectives of the SRTS program and serves to incentivize NCDOT to fund local projects in a competitive atmosphere. Some haste with the adoption and future project submission processes is recommended given the limited remaining pool of 100% federally funded SAFETEA-LU money.

### **IMPLEMENTATION**

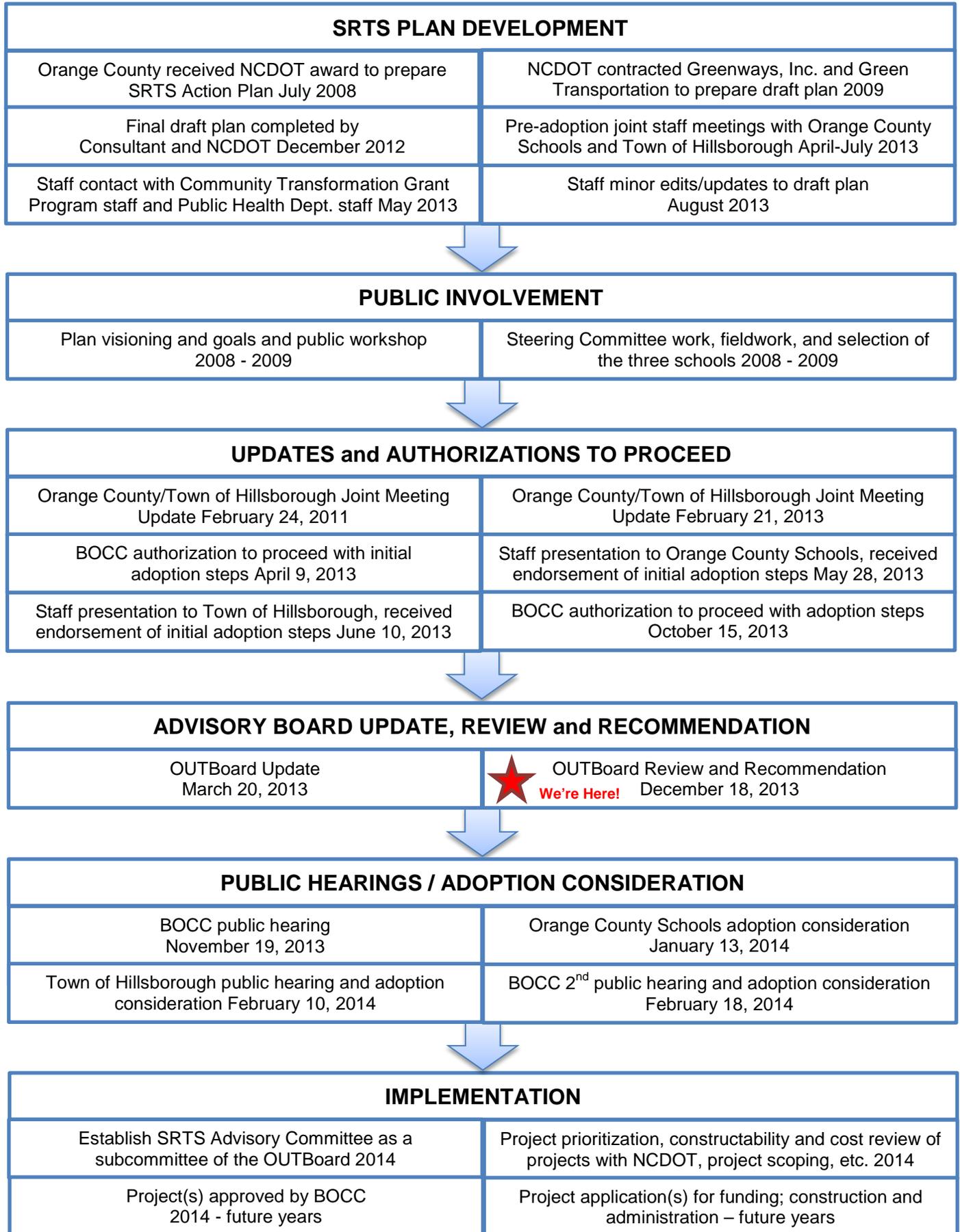
The SRTS Action Plan emphasizes that successful implementation will require the dedication of local government staff, commitment of the school system and local schools, the creation of a SRTS Advisory Committee, and the continued support of local advocates and parents. The recommended first step is the adoption of the Plan by Orange County, Orange County Schools, and the Town of Hillsborough. Adoption of the SRTS Action Plan demonstrates local commitment and incentivizes NCDOT to fund local projects. The second recommended step is to establish a SRTS Action Plan Advisory Committee (SRTS APAC). Planning staff's initial thought is that the SRTS Advisory Committee be a sub-committee of the OUTBoard, supplemented by additional staff from other agencies/jurisdictions as needed. The Advisory Committee would be responsible for advocating plan implementation and assist with programming and grant writing, evaluating plan progress, and assessing plan priorities. Multiple subsequent implementation action steps are outlined and prioritized in the Plan, the fruition of which would be subject to the recommendations of the Advisory Committee and the approval of the BOCC, School Board, and Town of Hillsborough.

#### Lead Planning Agency Role

Orange County will serve as the Lead Planning Agency in advancing implementation of the SRTS Action Plan.

ATTACHMENT 4

**Safe Routes to School (SRTS) Strategic Action Plan  
Process Flowchart**



## **ORANGE COUNTY ADVISORY BOARDS AND COMMISSIONS INPUT FOR COUNTY COMMISSIONERS' ANNUAL PLANNING RETREAT**

The Board of Commissioners welcomes input from various advisory boards and commissions in preparation for its annual planning retreat. Please complete the following information, limited to the front and back of this form. Other background materials may be provided as a supplement to, but not as a substitute for, this form.

**NAME OF BOARD/COMMISSION:** Orange Unified Transportation Board (OUTBoard)

**Report Period:** 2013

**Person to address the BOCC at Retreat (if requested by BOCC) and contact information:**

Paul Guthrie, Chair. Telephone 919-933-2931  
E-mail: guthriep@bellsouth.net

**Primary County Staff Contacts:**

Abigaile Pittman, 245-2567, [abpittman@co.orange.nc.us](mailto:abpittman@co.orange.nc.us)  
Tom Altieri, 245-2579, [taltieri@co.orange.nc.us](mailto:taltieri@co.orange.nc.us)  
Tina Love, 245-2575, [tlove@co.orange.nc.us](mailto:tlove@co.orange.nc.us)

**How many times per month does this board/commission meet, including any special meetings and sub-committee meetings?**

The OUTBoard typically meets once each month. The Board met less frequently in 2012 (ten times), as needed to address Board of County Commissioners (BOCC) priorities. There were no subcommittee meetings in 2013.

**Brief Statement of Board/Commission's Assigned Charge and Responsibilities:**

1. To establish a policy and procedures whereby the Orange County Board of Commissioners will establish the specific policies and procedures governing the Orange Unified Transportation (OUT) Board.
2. The Orange County Board of Commissioners may appoint an advisory board whose duty is to serve in an advisory capacity in regards to planning and programming transportation infrastructure improvements and other County transportation planning initiatives, as determined by the Board of Commissioners.

## What are your Board/Commission's most important accomplishments?

In 2013, the OUTBoard has:

1. Reviewed and recommended the Comprehensive Transportation Plan for rural Orange County. As a part of this process the Board received presentations from Scott Walston, PE, NCDOT Transportation Planning Branch, and Matt Day, Senior Planner with the Triangle Area Regional Planning Organization (TARPO).
2. Received a presentation on the content and status of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) 2040 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP).
3. Received a presentation on the content and status of the Burlington-Graham Metropolitan Planning Organization (BG MPO) 2035 Long-Range Transportation Plan (LRTP) Update.
4. Reviewed and recommended the Eno Economic Development District (EDD) Access Management Plan, implementing a recommendation of the Eno Economic Development District (EDD) Area Small Area Plan adopted June 24, 2008 and amended February 3, 2009).
5. Reviewed and recommended the Safe Routes to School Action Plan.
6. Reviewed the WalkBike NC Plan – A North Carolina Statewide Pedestrian and Bicycle Plan, and endorsed Planning staff's comment letter to NCDOT.
7. Received a presentation from staff and Dale McKeel, Bicycle and Pedestrian Coordinator, Department of Transportation, City of Durham/DCHC MPO on the designation of St. Mary's Road as a regional bicycle route on the DCHC MPO MTP; and then reviewed and recommended that this designation be removed from the MTP in favor of a preferred alternative consistent with Orange County's approved bicycle route.
8. Received a presentation from Dale McKeel, Bicycle and Pedestrian Coordinator, Department of Transportation, City of Durham/DCHC MPO on the prioritization and funding of bicycle and pedestrian projects under the new Strategic Mobility Formula.
9. Reviewed and recommended prioritization of TARPO, BGMPO and DCHC MPO transportation projects for the 2016-2022 Transportation Improvement Program (TIP).
10. Received presentations from staff and reviewed the effect of changes to State and MPO project prioritization methodology on County projects to be programmed through TARPO, BG MPO and DCHC MPO.

11. Received a presentation from John Tallmadge, Triangle Transit (TTA) Director of Regional Services Development and Craig Benedict, Planning Director on the status of the implementation of the Orange County Bus and Rail Investment Plan (OCBRIP).
12. Reviewed and recommended proposed rural Orange County bus routes that serve to implement the OCBRIP.
13. Several OUTBoard members attended the public outreach meetings for the OCBRIP bus planning.
14. The OUTBoard received updates on several non-recurring current topics:
  - a. The Triangle Air Quality Report released on April 3, 2013.
  - b. The NCDOT Rail Division's three proposed railroad private crossing closures and the related staff and BOCC comments.
  - c. The Orange County Master Aging Plan 2012-2017 transportation strategies.
  - d. The proposed Old Well to Jordan Lake Scenic Byway.
  - e. The TARPO Locally Coordinated Human Service Transportation Plan adopted June 2013.
15. Developed a list of members' area of special interest and assignments for monitoring other boards' websites and/or agendas for transportation related information and activities; and regularly reviewed and reported on these items at each meeting.
16. Reviewed new criteria for membership and representation, based on BOCC discussions.

**List of Specific Tasks, Events, or Functions Performed or Sponsored Annually.**

1. The Transportation Improvement Program (TIP) is typically a recurring two-year process:
 

<u>First year:</u>	Develop priority list of projects to request in TIP for BOCC approval.
<u>Second year:</u>	Recommend comments regarding draft TIP for BOCC approval to submit to NCDOT during the public comment period.

The OUTBoard assisted with the identification and prioritization of NCDOT projects for rural (TARPO RPO) and metropolitan (DCHC MPO and BG MPO) planning areas. In 2012 and 2013 there were revisions to federal and state funding project prioritization laws that revised and extended the typical recurring two-year TIP development process, including the OUTBoard's role.

2. The OUTBoard regularly reviewed active NCDOT projects in the County, including various paving, construction and CMAQ projects.
3. Regularly received updates and reviewed the progress of NCDOT transportation projects within rural Orange County.
4. Regularly received updates on TARPO, BG MPO and DCHC MPO transportation planning activities.
5. Received updates from the Planning staff on the NCDOT quarterly luncheon topics of discussion.
6. Reviewed and discussed current Board vacancies.

**Describe this board/commission's activities/accomplishments in carrying out BOCC goal(s)/priorities, if applicable.**

Accomplishments 1, 4, 5, 7, 8 and 12) (review and recommendation of the Comprehensive Transportation Plan (CTP), the Eno Economic Development District Access Management Plan, the Safe Routes to School Action Plan; the designation of St. Mary's Road as a regional bicycle route on the DCHC MPO MPT; prioritization of TARPO, BGMPO and DCHC MPO transportation projects, and the review and recommendation of proposed rural Orange County bus routes that serve to implement the OCBRIP ) relate to BOCC Goal Three (Implement planning and economic development policies which create a balanced, dynamic local economy, and which promote diversity, sustainable growth and enhanced revenue while embracing community values), Priority 20: Support transit, pedestrian, and bicycle facilities and other alternatives to the single passenger automobile.

Accomplishments 6, 11, and 15 (Reviewing the WalkBike NC Plan – A North Carolina Statewide Pedestrian and Bicycle Plan, receiving a presentation from Triangle Transit on the implementation of the Orange County Bus and Rail Investment Plan, and development of a review process for transportation items of interest on other boards' websites and/or agendas) relate to BOCC Goal Two (promote an interactive and transparent system of governance that reflects community values), Priority 7 (Improve intra- and intergovernmental coordination, cooperation and collaboration).

Accomplishment 16 (Review of new criteria for membership and representation, based on BOCC discussions related to BOCC Goal 2 (Promote an interactive and transparent system of governance that reflects community values), Priority 8 (Examine advisory boards and commissions to (a) Ensure they are meeting their missions; (b) Determine how boards relate to each other and how their work can best be integrated with the BOCC; and (c) Ensure sustainability goals; (d) Ensure fit with overall County vision; and (e) Recognize and be sensitive to consistencies represented by boards, commissions when framing this review.)

**If your board/commission played the role of an Element Lead Advisory Board involved in the 2030 Comprehensive Plan preparation process, please indicate your board's activities/accomplishments as they may relate to the Comprehensive Plan's goals or objectives.**

*(The Element Lead Advisory Boards include: Planning Board, EDC, OUTBoard, Commission for the Environment, Historic Preservation Commission, Agriculture Preservation Board, Affordable Housing Board, Recreation and Parks Advisory Council)*

Accomplishments 1, 4, and 5 (review and recommendation of the Comprehensive Transportation Plan (CTP), the Eno Economic Development District Access Management Plan, the Safe Routes to School Action Plan relate to Comprehensive Plan Transportation Element Goal 3 (Integrated land use planning and transportation planning that serves existing development, supports future development, and is consistent with the County's land use plans which include provisions for preserving the natural environment and community character.), Objective T-3.2 (Create and implement an Orange County Comprehensive Transportation Plan that provides the framework for a comprehensive and connected transportation system supporting a mix of transportation modes, including sidewalks and bicycle facilities, bus and rail transit facilities, and highways. The plan should be coordinated with the goals and objectives of this Comprehensive Plan and seek to maintain and enhance community character and the natural environment.); Comprehensive Plan Transportation Element Goal 2 (A multi-modal transportation system that is affordable, available, and accessible to all users and that promotes public health and safety.), Objective T-2.7 (Construct bicycle facilities in Orange County that will make cycling safer, more convenient, and more efficient) ; and Comprehensive Plan Transportation Element Goal 4 (A countywide and regionally-integrated, multi-modal transportation planning process that is comprehensive, creative and effective.), Objective T-4.1 (Work with nearby jurisdictions to integrate the County's transportation plans with those of other transportation planning agencies and service providers in Orange County and the Triangle Region. The resulting intermodal transportation system should reflect regional goals and objectives to meet projected travel demand and to reduce congestion and reliance on single occupancy vehicles.).

Additionally, Accomplishment 5 (the Safe Routes to School Action Plan) relates to Comprehensive Plan Transportation Element Goal 1 (An efficient and integrated multi-modal transportation system and that protects the natural environment and community character), Objective T-1.1 (...expand the use of ...walking and biking as primary modes of travel); Goal 2 (A multi-modal transportation system that is affordable and accessible to all users and that promotes public health and safety), Objective T-2.1 (Increase the provision of bikeways and walkways, and also increase supportive facilities such as bicycle parking zones), Objective T-2.6 (Increase safety awareness between car drivers and bicycle riders, and increase safety for pedestrians), and Objective T-2.7

(Construct bicycle facilities in Orange County that will make cycling safer, more convenient, and more efficient); and Goal 4 (A countywide and regionally-integrated, multi-modal transportation planning process that is comprehensive, creative and effective), Objective T-4.1 (Work with nearby jurisdictions to integrate the County's transportation plans with those of other transportation planning agencies and service providers in Orange County and the Triangle region. The resulting intermodal transportation system should reflect regional goals and objectives to meet projected travel demand and to reduce congestion and reliance on single occupancy vehicles).

Accomplishment 12 (review and recommendation of proposed rural Orange County bus routes that serve to implement the OCBRIP.) relate to Comprehensive Plan Transportation Element Goal 1 (An efficient and integrated multi-modal transportation system that protects the natural environment and community character.), Objective T-1.1 (Increase the occupancy of automobiles through ridesharing and other means; and expand the use of public transit, including bus and rail, walking, and biking as primary modes of travel.), Objective T-1.2 (Facilitate the overall development and use of a transportation system that is more energy-efficient, reduces carbon emissions, and reduces the use of fossil fuels while promoting the use of local renewable and sustainable fuels.), and Objective T-1.6 (Expand the availability and use of public transportation, including bus and rail throughout the County to provide better connections between employment centers, shopping and service locations, and other key points of interest in both urban and rural areas, particularly for the County's senior and disable populations and others without access to automobiles.); Goal 2 (A multi-modal transportation system that is affordable, available, and accessible to all users and that promotes public health and safety.), Objective T-2.2 (Evaluate and serve special transportation needs of the senior population, youth, the economically disadvantaged and the disabled, including both everyday needs and disaster transit provision.), Objective T-2.4 (Improve the provision of public transit facilities and services, and also increase supportive facilities for transit, such as park and ride lots.), and Objective T-2.5 (Improve public education and advertising of existing transit services.); Goal 4 (a countywide and regionally-integrated, multi-modal transportation planning process that is comprehensive, creative and effective.), Objective T-4.1 (Work with nearby jurisdictions to integrate the County's transportation plans with those of other transportation planning agencies and service providers in Orange County and the Triangle region. The resulting intermodal transportation system should reflect regional goals and objectives to meet projected travel demand and to reduce congestion and reliance on single occupancy vehicles.), and Objective T-4.2 (Plan and integrate the County's multi-modal transportation routes and services with regional transportation agencies and transit service providers, agencies and transit providers in neighboring counties, the North Carolina Department of Transportation, Amtrak and the North Carolina Railroad.)

**Identify any activities this board/commission expects to carry out in 2014 as they relate to established BOCC goals and priorities. If applicable, is there a fiscal impact (i.e., funding, staff time, other resources) associated with these proposed activities (please list).**

***(See Item 3 in the section after this for a statement regarding staff resources, which is the primary fiscal impact associated with carrying out OUTBoard activities.)***

1. Implementation efforts related to the Safe Routes to School (SRTS) Action Plan (BOCC Goal Three Priority 20), including the establishment of a sub-committee to serve in an advisory capacity (BOCC Goal 3, Priority 20).
2. Review and identify what (if any) revisions may be necessary to future road classifications (and cross-sections) included in the TARPO, DCHC MPO and BG MPO comprehensive transportation plans, for the purpose of establishing appropriate linkages to County access management policies (BOCC Goal 3, Priority 9).
3. Review and comment on amendment to UDO for Eno EDD access management regulations (BOCC Goal 3, Priority 2: Implement Comprehensive Plan (a) Rewrite zoning and subdivision regulations (Unified Development Ordinance)).
4. Conclude study of and recommendations on parking regulations for Economic Development areas and seek BOCC authorization to develop applicable amendments to the UDO to take to the Planning Board. (BOCC Goal 3, Priority 2: Implement Comprehensive Plan (a) Rewrite zoning and subdivision regulations (Unified Development Ordinance)).
5. Provide input and recommendations on high speed rail corridor through the County and proposed rail crossing closings, if requested by the BOCC (BOCC Goal 3, Priority 20).
6. Continue to work with staff and the BOCC to recommend and monitor Orange County TIP projects (BOCC Goal 3, Priority 20).
7. Begin examination of UDO Section 7.8 Access and Roadways with respect to the goals and objectives of the Transportation Element of the Comprehensive Plan to determine consistency, and seek BOCC authorization to develop recommendations of applicable amendments to the UDO to take to the Planning Board. (BOCC Goal 3, Priority 2: Implement Comprehensive Plan (a) Rewrite zoning and subdivision regulations (Unified Development Ordinance)).
8. Coordination with the new Orange County Department of Aging Mobility Manger on implementation efforts of the Master Aging Plan Transportation Goals (BOCC Goal 3, Priority 20).

**What are the concerns or emerging issues your board has identified for the upcoming year that it plans to address, or wishes to bring to the Commissioners' attention?**

1. Collector Street Plan review and recommendations with an emphasis on Economic Development areas.
2. Safe Route To School (SRTS) Strategic Action Plan adoption and implementation.
3. Enhanced regional transportation planning and operational efforts including rural services as noted in the Orange County Bus and Rail Investment Plan.
4. Pursuit of funding sources for transportation projects.
5. Review Orange County Master Aging Plan 2012-2017 strategies involving transportation and mobility and provide recommendations.
6. Coordination with the new Orange County Department of Aging Mobility Manger on implementation efforts of the Master Aging Plan Transportation Goals
7. Review of new transportation related technologies (e.g., assess suitability of use of smart phones for employment connections), and other innovations promoting transportation commuting alternatives (e.g., Smart Cars).

## Orange County & NCDOT Highway Luncheon

### Division 7 and District 1

October 30, 2013 12:00 p.m.

John M. Link, Jr. Government Services Center  
Lower Level Meeting Room, 200 South Cameron Street, Hillsborough

### MEETING NOTES

#### I. INTRODUCTIONS

Present: Barry Jacobs, Orange County Commissioner's Chair; Earl McKee, Orange County Commissioner's Vice Chair; Tom Stevens, Town of Hillsborough Mayor; Mike Mills, NCDOT Division Engineer; Dawn McPherson, NCDOT Division Traffic Engineer; Ed Lewis, Division Planning Engineer; John Howell, NCDOT Highway Maintenance Engineer; Michael Talbert, Interim County Manager; Craig Benedict, Orange County Planning Director; Margaret Hauth, Town of Hillsborough Planning Director; Tom Altieri, Orange County Comprehensive Planning Supervisor; Bret Martin, Orange County Transportation Planner; Abigaile Pittman, Orange County Land Use/Transportation Planner; Pearl Waite, Orange County OPT

#### II. DISCUSSIONS

##### a. Strategic Mobility Formula and SPOT 3.0 (NCDOT)

Mike Mills provided a brief overview of the Strategic Mobility Formula, breakdown of projects into three categories, and distribution of available revenue: statewide (40%), regional (30%) and division level (30%). For additional details:

<http://www.ncdot.gov/strategictransportationinvestments/>

--Divisions will assign their allocation of points to projects that score well through the quantitative process (SPOT 3.0), and the Division recommends RPOs and MPOs take the same approach.

--Orange County, MPOs/RPOs, and Division Engineer to coordinate during process of assigning Division points.

--Since funds will be even more limited than in the past, the construction costs of projects will be more of a consideration in the Division's assignment of points.

--SPOT 3.0 scores for projects will be available in May 2014.

--Ability to share points between MPOs and RPOs when projects cross boundaries.

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### Division 7 and District 1

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--Bike/pedestrian projects will require a local match and projects to be locally administered, so there must be a local commitment to those projects.

--Normalization of the formula across modes will allow a minimum of 4% and a maximum of 10% of total funding at the region and division levels to be spent on non-highway modes.

--The new formula may be advantageous for the widening of I-40 and I-85 in Orange County, as they may be out of the hands of the MPO if funded as part of the purely data-driven statewide tier category; however, these projects would still be eligible for funding in both the regional and division tiers.

#### b. Addressing Local Traffic Issues:

##### i. Turning east from Churton Street onto US 70 (Craig Benedict, NCDOT)

A description of this traffic problem was provided by Craig Benedict. Mike Mills stated that the solution to improving turning movements at this intersection would require widening the road to provide an additional turn lane) but that sufficient right-of-way is an issue. Dawn McPherson added that changes in the signalization could also help address the problem, such as having a through lane with a slip ramp. Craig Benedict added that the turning problem at this intersection also impacts plans for a transit hub related to OCBRIP Implementation, and that we are currently working with NCDOT and TTA to identify possible locations in the vicinity of this intersection for a large park-and-ride/transit hub. Earl McKee mentioned that 8-12 inch gas line infrastructure was just added under the road at the intersection. Bret Martin stated that he believed there was some additional room for right-of-way, the turn lane or slip ramp, at the intersection (in the southeast quadrant).

Margaret Hauth stated that the grassy area Bret was referring to is key to the Town of Hillsborough's Churton Street Plan and is included in future phase improvements. Earl McKee inquired about whether there were sidewalks and the response from several people was that there are no sidewalks.

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- ii. Addressing Dangerous Roadway Spots in Rural Areas (bad curves without guard rails and such): Input has been solicited from the fire chiefs and may not be available by the time of the luncheon meeting (Craig Benedict, NCDOT)

Addressing NCDOT staff, Craig Benedict stated that if there is any safety money available, the County still has some needs for improvements at dangerous curves. Barry Jacobs said that “dangerous curves” should be interpreted to mean places where there have been actual traffic accidents. Dawn McPherson stated that her office could collect data and develop recommendations for improvements. County staff added that they would communicate with Fire Chief Council about situations involving dangerous bridges, culverts, curves, etc. and we would prioritized provide a list to Dawn. Earl McKee stated that the main focus should be on situations where there are identified issues.

- iii. Traffic light questions regarding the left turn lanes on MLK going north/west onto I-40, and at Orange Grove Road and New Grady Brown School Road. (Commissioner Barry Jacobs)

Barry Jacobs described an existing left-turn problem with the traffic light on MLK at I-40. He stated that late at night, when traffic is very light, that a driver has to sit at the light for a very long time, and inquired if some signal revision could be done to address the problem. Several options and limitations were discussed with Dawn McPherson and it was concluded that she would study the situation and report back.

Barry Jacobs, Dawn McPherson and Margaret Hauth addressed school traffic problems in the vicinity of the Grady Brown Elementary School and Cedar Ridge High School, particularly at Orange Grove Road and Oakdale Drive, and Orange Grove Road and New Grady Brown School Road. Abigaile Pittman stated that some of the projects in the Draft Safe Routes to School (SRTS) Plan were at these intersections. Dawn McPherson stated that her

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staff would evaluate the problems at the intersections and consider possible ways they would be addressed. She requested that Abigaile send her information on the proposed SRTS projects for the area.

c. Economic Development Districts

i. Buckhorn EDD - Morinaga development and service road (South of I-85/I-40) to serve future Morinaga development (Craig Benedict, NCDOT)

Craig Benedict stated that the County had contract with McGill & Associates for design of the 2,500-foot long service road to serve the future Morinaga development. He added that the road will involve a stream crossing and a small amount of wetlands associated with a pipe under the interstate, but that these environmental issues would be a limited encumbrance. He said that he anticipates that the design plans would be delivered to NCDOT in March, 2014 and that the County is looking for a letter of commitment from NCDOT that they will build the road. Mike Mills stated that funding has been approved for the construction and the funding matter is on his desk. Mike Mills added that the service road will be on the B-G MPO agenda as a STIP amendment. Mike Mills and Craig Benedict discussed that Heather Fulghum with NCDOT can work with the County on approval of the right-of-way documents. Craig Benedict said he thinks the 80-foot width should handle the cut and fill needs for the services road. Mike Mills said that the billboard, which is in Mebane's jurisdiction, will have to be removed for the right-of-way. Craig responded that this had been discussed with the current owner of the property, who is the lease holder. The billboard lease is coming up for renewal and relocation will be a part of that discussion. There was some discussion between Craig Benedict, Mike Mills and Ed Lewis about how the stream crossing for the Morinaga site would be handled under a Corps Nationwide 39 Permit, but going forward with future stream crossings in the Buckhorn EDD would be handled under a Corps Nationwide 14 Permit, which will require that they look at the larger stream network and the long-term planning intent of the EDD.

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ii. Meeting with NCDOT, Orange County and Mebane regarding regional transportation network.

Craig Benedict reviewed this item briefly and referred to an exhibit (map) that had been passed out. He said that given economic development efforts in the area there is a need to review the larger transportation network in the vicinity of the interstate between Mebane and western Orange County. This network should include linkages between roads on both sides of the interstate. These off-interstate linkages would relieve congestion at the interchanges. Barry Jacobs inquired how this would fit with the proposed Mattress Factory Road interchange and Buckhorn Road transportation improvement projects. Craig and Abigaile Pittman summarized the relationship of the proposed interchange and existing Mebane interchanges (like Mebane Oaks) to the future level of service issues for Buckhorn Road, and the staff's efforts to prioritize these projects with B-G MPO in the NCDOT SPOT 3.0 process.

iii. Eno EDD – Eno Economic Development District (EDD) Access Management Plan, including protections for residential properties along Old NC Hwy 10 (Abigaile Pittman, Craig Benedict)

Craig Benedict gave a brief summary of the concept and importance of access management to future development of the Eno EDD, the proposed plan, and where we were in the process of adoption. He included concerns that had been expressed by residents and the BOCC about providing some sort of protection for the properties along Old NC Hwy 10. The staff proposes to study options for protection of these properties and report back to the BOCC. Abigaile Pittman noted that implementation of protection option(s) would be outside the scope of the proposed Plan.

v. Eno EDD - Signage to address truck traffic (NCDOT)

Abigaile Pittman stated that within the past couple of weeks she had met with Chuck Edwards and discussed possible options for signage in the Eno EDD

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area to alert truck traffic and they cannot go west down Old NC Hwy 10 because of three low rail overpasses. She said that Chuck had advised her that it was not possible (legal) to prohibit truck traffic on Old NC Hwy 10 but that NCDOT could certainly look at installing signage throughout the EDD area to alert truck drivers about the low overpasses, and to install signage on the overpasses themselves to prevent possible collisions.

d. OPT (Bret Martin, Pearl Waite and Craig Benedict)

i. OPT and OCBRIP Implementation

Orange County Planning Staff has been studying specifics for the implementation of a cross-county bus route from Mebane-Efland-Hillsborough-Durham. Orange County staff, in partnership with Triangle Transit, is also currently developing a five-year bus service expansion program for Orange Public Transportation (OPT) that will interact with existing OPT services and the planned Triangle Transit cross-county service. The bus service expansion program will be reviewed/considered by the BOCC in January. As an extension of this, Orange County is looking for NCDOT assistance routing traffic on/off US 70 Bypass for a possible park-and-ride lot at the Maxway shopping center in Hillsborough or other potential sites further west along US 70 as well as potential improvements that can be made in the US 70 or NC 86 rights-of-way to accommodate these plans.

ii. Park-and-ride update and bus transit hub (Bret Martin and Craig Benedict)

Triangle Transit, in partnership with Orange County planning staff, has been evaluating options for park-and-ride locations in Mebane, Efland, and Hillsborough for the cross-county bus route. Many potential park-and-ride locations have been identified in Mebane near I-85 and along NC 119. An additional potential site has been identified in downtown Mebane (Z-Bowl). A potential opportunity to partner with the Piedmont Authority for Regional Transportation (PART) has been identified to create a transit connection hub

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between PART and Triangle Transit in Mebane. The sites narrowed for evaluation in Efland and Hillsborough are the Efland-Cheeks Community Center, Maxway Shopping Center, two greenfield sites west of the Maxway Shopping Center on US 70, and the Walmart/Home Depot shopping area near I-85 in Hillsborough. Service recommendations and park-and-ride locations and their necessary physical improvements will be worked out in the five-year bus service expansion program.

- iii. Funding: Eligibility for Section 5311 for operating expenses associated with any fixed routes outside the Durham or Burlington Urbanized Areas (UZAs) and Section 5307 for capital and/or operating expenses for any fixed route services within the UZAs. (Bret Martin)

This part of the agenda was not discussed during the luncheon. Orange County planning staff had a call scheduled with NCDOT Public Transportation Division staff on October 31<sup>st</sup> to discuss this item.

### III. PENDING PROJECTS

- a. TIP project updates (Chuck Edwards, NCDOT District 7 Engineer)

Mike Mills provided a brief update regarding on-going and pending TIP projects in Orange County. He stated that a mill-and-fill project at the I-85/40 split is starting in the Spring of 2014; a guard rail for a bridge on 751 got funded; the Columbus Street projects are ahead of schedule and are 50% complete; the Smith Level Road project is on schedule and should be complete by May 2015; the Old NC 86 project north of Hillsborough from NC 57 to the County line is a little behind schedule; and there is bicycle funding for two-foot paved shoulders on NC 86 from Whitfield to US 70 Business and this project should be starting in the summer of 2014.

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b. I-40 scoping process (Craig Benedict and NCDOT)

Craig Benedict, Mike Mills and Ed Lewis discussed the issues with the prioritization of the I-40 project. A scoping meeting to initiate a feasibility study for the incorporation of managed lanes along I-40 from Wade Avenue in Wake County to the I-40/I-85 split in Orange County will be held November 15th. Orange County staff will be in attendance.

#### IV. UPDATES

a. Implementation of downtown Hillsborough access study improvements

(crosswalks, parking, sidewalk work) (Margaret Hauth)

b. Sidewalk from County parking deck to courthouse; Churton Street/Nash and Kollock Street crosswalk; and sidewalk on east side of Churton Street (Craig Benedict)

Margaret Hauth addressed both items a. and b. She stated that the designs for the access study improvements and the sidewalks and crosswalk have been completed and submitted to Chuck Edwards. There are some questions regarding the application of ADA regulations on the east side of Churton Street. The question is whether resurfacing triggers improvements on the east side of Churton Street. Dawn McPherson stated that she believed that it would be triggered by resurfacing, and also because of changes to the crosswalk. Margaret added that there will be an audible intersection at Churton and King streets with funding from the ADA compliant section. NCDOT will be providing \$250,000 for these improvements.

c. Eno Water and Sewer Project near I/85/US 70 (Craig Benedict)

Craig Benedict provided a brief update on the progress of the Eno Water and Sewer project near I/85/US 70, explaining that the project is still in the cost feasibility stage.

RES-2013-096

**ORANGE COUNTY BOARD OF COMMISSIONERS**

**RESOLUTION APPROVING THE ENO ECONOMIC DEVELOPMENT DISTRICT  
(EDD) ACCESS MANAGEMENT PLAN**

**WHEREAS**, Because of its proximity to I-85, US 70, the interchange, and the NCR/Norfolk Southern (NS) Railway, the future of the EDD for urban growth was originally defined by the 1981 Orange County Land Use Plan, and reinforced by the Orange County 2030 Comprehensive Plan (adopted November 18, 2008), and by economic development land use and zoning amendments in 1994 and 2012; and

**WHEREAS**, The adopted Transportation Goals of the Orange County 2030 Comprehensive Plan supports integrated land use planning and transportation planning that serves existing development supporting future development, and which is consistent with the County's land use plans, including provisions for preserving the natural environment and community character; and

**WHEREAS**, Orange County adopted the EDD Area Small Area Plan (June 24, 2008), which includes a recommendation for the preparation of an access management program for US 70 and Old NC Hwy 10 to provide better transportation systems and capacities as development proceeds in the area; and

**WHEREAS**, Access management provides an important means of maintaining mobility, capacity and traffic safety as properties are developed over time for nonresidential land uses; and

**WHEREAS**, Formally adopted transportation plans are necessary to procure federal and state funding for projects, enhance collaboration with regional transportation organizations, and to require developer action consistent with the plan; and

**WHEREAS**, The Draft Eno EDD Access Management Plan was heard at the September 9, 2013 Quarterly Public Hearing; and

**WHEREAS**, The Orange County Planning Board and OUTBoard has reviewed the Draft Eno EDD Access Management Plan and unanimously recommended approval; and

**WHEREAS**, The Eno EDD Access Management Plan will further carry out the intent and purpose of the Eno EDD Area Small Area Plan, and is consistent with the goals and objectives of the Orange County 2030 Comprehensive Plan;

**NOW THEREFORE BE IT RESOLVED** by the Orange County Board of Commissioners that the attached document titled "Eno Economic Development District (EDD) Access Management Plan" is hereby approved:

The Orange County Board of Commissioners further directs the Planning Department staff to research the following protection options for Old NC Hwy 10 and report back:

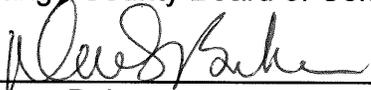
- Previous protections pursued for St. Mary's Road;
- Secondary view shed regulations;
- Scenic corridor overlay regulations;
- Scenic byway regulations;
- Scenic conservation easements;
- Discuss with NCDOT the need for a signage plan to provide improved signage with the goal of limiting truck traffic on Old NC Hwy 10;
- Review methodologies for informing truck drivers of the low overpass heights along Old NC Hwy 10;
- Discuss with NCDOT the speed limit along Old NC Hwy 10 through the study area, and the possibility of it being reduced.

**Adopted by Orange County:**

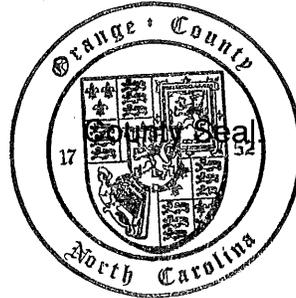
This the 19 day of November, 2013.



Barry Jacobs, Chair  
Orange County Board of Commissioners



Donna Baker  
Clerk to the Orange County Board of  
Commissioners



**Agenda Item 6.c.****Ad hoc committee to be formed January 2014**

Committee will meet first 3-4 months of 2014

To refine and develop the goals and needs of the County Central & Rural Bus Program and inform the budget decisions for the Bus and Rail Investment Plan (BRIP)

<b>Lance Hendrix</b> Orange County Mobility Manager	<b>Abigaile Pittman</b> Transportaton/Land Use Planner	<b>Bret Martin</b> Transportation Planner
<b>OPT Staff Member</b>	<b>OUTBoard Member</b>	<b>Aging Department Staff Member</b>
<b>DSS Department Staff Member</b>	<b>Health Department Staff Member</b>	<b>Department of Housing, Human Rights and Community Staff Member</b>



# Orange Unified Transportation Board 2014 Calendar

DATE	TIME	LOCATION
January 15, 2014	7:00 P.M.	Conference Room 004, Lower Level Orange West Campus 131 W. Margaret Lane, Hillsborough
February 19, 2014	7:00 P.M.	Conference Room 004, Lower Level Orange West Campus 131 W. Margaret Lane, Hillsborough
March 19, 2014	7:00 P.M.	Conference Room 004, Lower Level Orange West Campus 131 W. Margaret Lane, Hillsborough
April 16, 2014	7:00 P.M.	Conference Room 004, Lower Level Orange West Campus 131 W. Margaret Lane, Hillsborough
May 21, 2014	7:00 P.M.	Conference Room 004, Lower Level Orange West Campus 131 W. Margaret Lane, Hillsborough
June 18, 2014	7:00 P.M.	Conference Room 004, Lower Level Orange West Campus 131 W. Margaret Lane, Hillsborough
July 16, 2014	7:00 P.M.	Board vacation - no meeting
August 20, 2014	7:00 P.M.	Conference Room 004, Lower Level Orange West Campus 131 W. Margaret Lane, Hillsborough
September 17, 2014	7:00 P.M.	Conference Room 004, Lower Level Orange West Campus 131 W. Margaret Lane, Hillsborough
October 15, 2014	7:00 P.M.	Conference Room 004, Lower Level Orange West Campus 131 W. Margaret Lane, Hillsborough
November 19, 2014	7:00 P.M.	Conference Room 004, Lower Level Orange West Campus 131 W. Margaret Lane, Hillsborough
December 17, 2014	7:00 P.M.	Conference Room 004, Lower Level Orange West Campus 131 W. Margaret Lane, Hillsborough