



1

AGENDA
Orange Unified Transportation Board
August 20, 2014
7:00 p.m.

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

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

<u>Time</u>	<u>Item</u>	<u>Title</u>
7:00	1.	Call to Order and Roll Call
7:05	2.	Approval of Minutes Minutes from April 16, 2014
7:08	3.	Consideration of Additions to the Agenda
	4.	Regular Agenda
7:10	a.	<u>Draft Parks and Recreation Master Plan 2030</u> – 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 (<u>Attachment 1</u> , pages 11 - 24). OUTBoard Action: Receive information and provide input.
8:00	b.	<u>Bicycle Safety</u> – OUTBoard Vice Chair, 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 (<u>Attachment 2</u> , pages 25 - 50). OUTBoard Action: Receive information and discuss.
8:20	5.	Staff Updates a. Safe Routes to School (SRTS) Action Plan implementation actions b. Protection options for Old NC 10 road corridor c. Review of selected private road and access standards d. Buckhorn EDD environmental and transportation contracts e. OUTBoard vacancies OUTBoard Action: Receive updates
8:40	6.	Board Comments OUTBoard Action: Receive comments
8:50	7.	Upcoming Agenda Items of Interest on Other Regional Transportation Related Board Agendas OUTBoard Action: Receive information
9:00	8.	Adjournment - The OUTBoard's next meeting will be September 17, 2014

This Page Intentionally Left Blank

DRAFT

MINUTES
ORANGE UNIFIED TRANSPORTATION BOARD
APRIL 16, 2014

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55

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.

DRAFT

- 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 *Abigaile 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 Abigaile 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

DRAFT

111
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

DRAFT

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?

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 I40 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

DRAFT

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.
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.

DRAFT

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.

279
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

DRAFT

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
 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 Abigail 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

DRAFT

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.

Parks and Recreation Master Plan 2030

Orange Unified Transportation Board
August 20, 2014

A Brief History



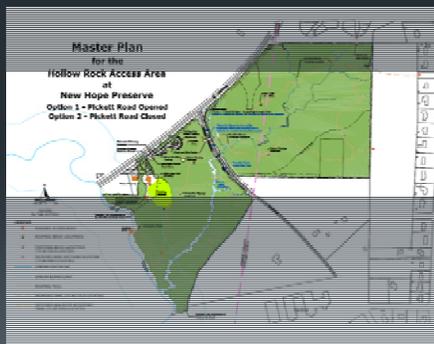
- Recreation programs since 1960s
- 1990s reports → 1997 & 2001 Bonds
- 1988 Master Plan - Opened 1st park 1998

Overview of System - 2014

- 9 Facilities and Locations
- 5 Parks
- One Soccer Center
- 2 Recreation/Community Centers
- One Greenway



Planned Future Facilities



- 4 Future Parks (land-banked sites)
- 2 Nature Preserves with trails and access areas
- 1 New Community Center

Recreation Programs/Services

- Programs offered for youth and adults
- Total program enrollment up 41% since 2009
- Wide range of programs – sports, arts, life skills
- Special Events (Egg Hunt, Fishing Rodeo, etc.)
- All senior programs through Department on Aging

Population – Current Snapshot

Location	2012 Pop.
Carrboro	20,433
Chapel Hill (OC)	55,474
Hillsborough	6,271
Mebane (OC)	2,000
Durham (OC)	32
Unincorp OC	53,731
Total	137,941

- County population = 138,000 (2012)
- Around 60,000 in traditional “service area”
- 20% of County under 18

Population – Future Trends?

- Top 10 nationally in education level
- Above-average median income masks 17% below poverty
- By 2030, County could have 173,000 residents
- Expect 70-80,000 people in service area?

Community Needs Assessments

- Perhaps most important component of master plan
- How does public view current facilities/programs and future needs?
- Several components (youth, statistical random-sample, online, targeted groups)
- Statistical survey administered by UNC-G profs
- Total of 835 surveys received

Summary of Survey Results

Facility Usage and Experience

- Most used facilities:
 - SportsPlex
 - Central Rec Center
 - Little River Park
 - Eurosport Soccer Center
- Safety, maintenance and operations of parks get high marks (89-96% approval)
- 93% agreed parks and programs enhance economic health.
- 96% agreed parks and programs enhance physical and mental well-being

Summary of Survey Results

Most Popular Programs/Events

PROGRAMS

- Youth Soccer
- Youth Basketball
- Open Gymnasium
- Volleyball

EVENTS

- Little River Trail Run
- Annual Egg Hunt
- Halloween Event
- Fishing Rodeo
- Earth Day Fair

Summary of Survey Results

Most Desired New Programs/Facilities

PROGRAMS

- Hiking
- Swimming
- Walking
- Yoga, Biking, Camps

FACILITIES

- Walking/hiking Trails
- Nature Trails
- Swimming Pool
- Greenways
- Sprayground, amphitheater

Other Responses

- Expand outdoor recreation (82% agree)
- Expand low-impact recreation (79%)
- Trail system linking various areas of county (89%)
- Indoor athletic complex? (64%)
- Parks help reduce crime? (81%)

Funding Strategy Responses

- Donations and Grants (95/94% agree)
- Use Existing Local Taxes (73% agree)
- Voter-approved Bonds (70% agree)
- Existing Property Taxes (70% agree)
- User Fees (68% agree)
- Increase New Local Taxes (34% agree)

Focus Groups and Open Houses

7 Focus Groups Held:

- Soccer Facilities
- Trails and Connectivity
- Public Health and Parks
- Park Facility Needs
- Recreation Programs
- Nature/Env. Programs
- County/Town Coordination

6 Open Houses, etc.

- Main Themes Heard:
 - More biking and hiking trails
 - Artificial Turf fields
 - When will new parks open? (Blackwood Farm)
 - More soccer fields/centers

Important Themes and Topics

- Linking to the Goals/Objectives in Comp Plan
- Synchronizing and coordinating with Town plans
- State parks, OWASA, Schools, Others
- Economic benefits of parks, rec and open space
- Important linkages to public health, opportunities
- Parks and conserving our natural resources

Standards and Findings

- A number of changed conditions since 1988
- Park Classifications:
 - School Park
 - Community Park (usually 40-75 acres)
 - District Park (usually 75-125 acres)
 - Regional Park (usually 150 acres +)
 - Nature Preserve Access Areas
- Standards: Best Approach - use community needs

Standards and Findings

- Proposed Guiding Principles for Park Standards
- Continue to Use Population-Based as Benchmark
- Service Areas Defined Existing plans and policies
 - 4 Districts
- Overall – Set of 20 Findings Identified (pg. 9-13)

Goals and Objectives

- Previously-created in Comprehensive Plan
- 5 Goals with objectives for each
- Plan strategies attempt to address these



Recommendations



- Weighing all the data and findings
- Basis of Park Planning in place (districts, 1988 plan, CIP)
- Proactive acquiring of park sites = few “new” parks are needed

Recommendations

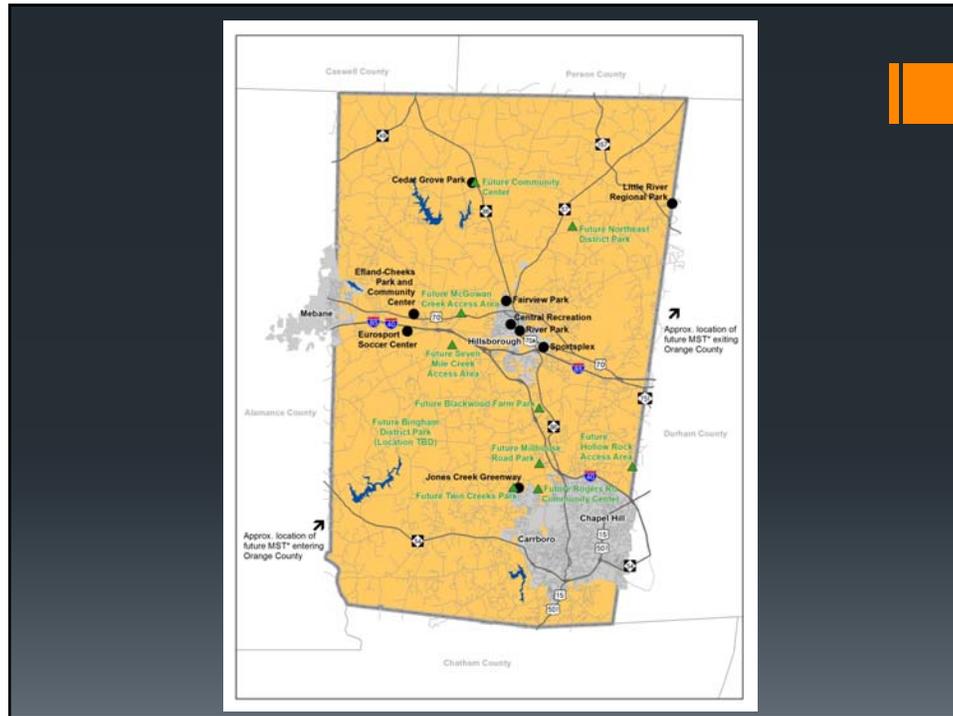
- 1. Protect Investment in Parks and Open Space**
 - a. Multi-Million \$ Investment
 - b. Facility Renovation and Repairs
 - c. Operating and Maintenance
- 2. Build Planned Future Parks (pp. 10-12)**
 - a. CIP and Lands Legacy Have “Set the Table”
 - b. 4 New Parks
 - c. 5 Future Phases at Existing Parks
 - d. 2 (3) Nature Preserves with Publicly-Accessible Areas

Recommendations

3. Complete Nature Preserves, Provide Access
4. Structure for Multi-Partner Capital Facilities
5. Master Plan for Orange County MST Segment
6. Build More Trails, Connections

Recommendations

7. Improve Access, Promote Healthy Lifestyles
8. Recreation Program Needs, Partnerships
9. Examine Role of Community Centers
 - a. Types of programs, offerings
 - b. Hours and usage expectations
 - c. Facilities and amenities



Issues for Further Study

- System Level of Service
- Review Land Dedication, P-i-L
- Coordination of County, SportsPlex Programs
- Need for Public Pool?
- Plan Updates (5/10 yrs.)
- Artificial Turf Playing Fields?

For More Information

- On the Web: <http://orangecountync.gov/deapr/>
Look under “Breaking News”
- Email: deapr@orangecountync.gov
- Call: 919-245-2510

Attachment 1

Draft #2 – 7/24/14

Emergency Access to Trail Systems at Orange County Parks

Draft Goals and Objectives

The following are draft goals and objectives for accommodating emergency service personnel needing to access people using trails at Orange County parks and nature preserves administered by the Orange County Department of Environment, Agriculture, Parks and Recreation (DEAPR).

Orange County parks that currently have trails are Efland-Cheeks Park, Cedar Grove Park, Fairview Park, River Park, and Little River Regional Park and Natural Area. The Jones Creek Greenway connects Lake Hogan Farms with Morris Grove Elementary School. Future trails are being designed for construction at the future Blackwood Farm Park, Hollow Rock Access Area, and at the Seven Mile Creek Preserve.

These draft standards are intended for review and comment by the Parks and Recreation Council, the Emergency Services Department, and the Orange Unified Transportation Board.

Overarching Goal: Trail systems will be designed and constructed to accommodate the maximum enjoyment of trail users, however, in doing so, there will be considerations for topography, sedimentation and erosion control, the avoidance of sensitive natural and cultural resources, public safety, and the provision of staging areas for vehicles to access trail users in times of emergency.

Objective #1 – Trails will be constructed and maintained with a minimum clearance width of six feet (even if width of the trail tread is narrower) and a minimum clearance height of eight feet. [Single-track bike trails at Little River Park may have sections less than six feet of clearance.]

Objective #2 – Trail networks greater than one mile in total length will be marked with periodic signs that specify distances from trailheads and with GPS reference points for users to identify their location along the trail.

Objective #3 – Trails will be shown on maps displayed on kiosks located at trailheads, and maps will be available from the park office (for parks that have an office) and from the DEAPR Central Recreation Center in Hillsborough.

Objective #4 – Emergency Service vehicles will have access to trails in such a way that larger vehicles can reach staging areas identified within the park (and on maps) and smaller all-terrain vehicles (e.g., Gator) can access most sections of the trail. Staging areas will be located where feasible within close proximity (approximately ¼ mile) to any point along the trails. Keys to any gates/ bollards will be provided to the appropriate Emergency Services provider(s) and will be available from the park office (for parks that have an office).

Objective #5 – Each park containing a trail network will develop an Emergency Action Plan, including protocol and procedures for trail-related emergencies.

Attachment 2**Abigaile Pittman**

From: Jeff Charles <jmc51@ix.netcom.com>
Sent: Wednesday, July 16, 2014 7:24 AM
To: Abigaile Pittman
Cc: Paul Guthrie; Paul Guthrie; Andy Prokopetz
Subject: Bicycle Incident Report for the County Commissioners

Abigaile,

I want to make sure that County Staff is aware of the article on the front page of today's N&O concerning a very serious case of Road Rage against cyclists in Orange County. I have been talking to the cyclists involved (Andy Prokopetz and John Boger) the last week or so and can provide more details. I would like this to be placed on the agenda for the next OutBoard meeting. In addition, is there a way for the article to be forwarded to the County Commissioners as a general FYI? They normally hear complaints from motorists about cyclists. Unfortunately, cyclists are facing an escalating risk from Road Rage in Orange County. It is time for the County to address this important safety issue.

Please let me know how we can effectively proceed in helping the County Commissioners to address this issue.

Jeff Charles
Vice-Chair and Bicycle Advocate, OutBoard

Abigaile Pittman

From: Jeff Charles <jmc51@ix.netcom.com>
Sent: Wednesday, July 16, 2014 1:26 PM
To: Donna Baker
Cc: Abigaile Pittman; Paul Guthrie
Subject: Request to Pass on Information to the BOCC
Attachments: CHAPEL HILL_ Friction mo...unty _ NewsObserver.pdf

Ms. Baker,

Abigaile Pittman suggested that I contact you to see about submitting some information to the BOCC.

As the Bicycling Advocate and Vice-Chair of the Orange County Unified Transportation Board (OutBoard) I want to make sure that the BOCC is made aware of an article (attached) on the front page in today's The News and Observer (July 16th) concerning Road Rage directed at cyclists in Orange County. The BOCC receives many complaints from motorists concerning cyclists on Orange County roads. In this case, the flip side of the discussion is highlighted. Cyclists have seen a dramatic increase in intimidating tactics by motorists over the last few years on our roads in the County. This article is generating a great deal of discussion in the cycling community and I believe it is imperative that the County Commissioners are well briefed on this incident so that they will be better able to address the concerns of their constituency when asked in public forum.

As their appointed Bicycling Advocate on the OutBoard, I want to make myself available to them as a resource. I have spoken personally with the bicyclists involved in this incident and can offer some unique perspectives on how to improve the safety on our rural roads. I can be reached at 919-489-7753 and my email address is jmc51@ix.netcom.com.

Thank you in advance.

Jeff Charles
Vice-Chair and Bicycling Advocate, OutBoard Member, Chapel Hill Transportation and Connectivity Board
TARPO, Bicycle Planning Committee

NewsObserver.com

[Previous Story](#)

[Next Story](#)

Friction mounts between bicyclists, motorists in rural Orange County

By Anne Blythe

ablythe@newsobserver.com July 15, 2014 Updated 2 hours ago

[Facebook](#) [Twitter](#) [Google Plus](#) [Reddit](#) [E-mail](#) [Print](#)

- Related Links:
- [LinkFind](#) more transit and traffic news
- [LinkCheck](#) conditions on traffic cameras throughout the Triangle

CHAPEL HILL — Out in rural Orange County, where the roads are two lanes, winding and narrow, a war of the wheels has been going on for years.

Bicyclists team up for long countryside rides, pedaling single file or sometimes two to three abreast for exercise and camaraderie. Just the sight of a road teeming with the slower-moving two-wheelers can inspire impatience and escalating rage among some in four-wheel vehicles.

A June 25 incident on Orange Grove Road between an Orange County man in a pickup truck and a Durham lawyer on a bicycle illustrates the vicious cycle of conflict that plays out across the country as bicycling becomes a more common transportation mode.

The pickup truck driver is accused of intentionally slamming on his brakes in front of a pack of cyclists and now faces three criminal charges in connection with a move that sent one rider flying to the pavement.

The cyclist who took the rough tumble is recovering from a severe case of road rash and nursing a lingering rage about a road-wrangling incident that sent a case of the willies through local cycling communities.

"It seems like it's gotten nastier out there in the last year," said Andrew Prokopetz, the 59-year-old rider who was so scraped up and bruised that his shirt was shredded, his wedding ring was scratched, his finger was jammed and his ire provoked.

"You can't brake-check somebody. There's no reason for that. That's road rage."

William Kirk, 64, has been accused of using his 2002 Toyota Tacoma pickup as a lethal weapon. The Orange County resident has been charged with misdemeanor assault with a deadly weapon, assault with a deadly weapon inflicting serious injury and injury to real property for damage to Prokopetz's bicycle.

Efforts to reach Kirk and Sam Coleman, the Hillsborough attorney who represented Kirk last week during his first court appearance on the charges, were unsuccessful.

Criminal charges

Jim Woodall, the Orange-Chatham district attorney, said this week that it is unusual, but not unheard of, for criminal charges to be filed in clashes between motorists and cyclists.

Woodall recalled a case from more than a decade ago in which a motorist hit a cyclist with a boat paddle on a road to Jordan Lake.

In nearly 25 years as a prosecutor, Woodall has heard complaints about the friction between cyclists and motorists on specific roads – those near Jordan Lake in Chatham County and the winding rural roads near the farms and open fields of northern Orange County.

Earlier this year, Woodall was in northern Orange listening to questions for Orange County sheriff's candidates at a forum and a question arose about whether the candidates planned to enforce traffic laws for cyclists.

When the candidates responded that they did, the crowd clapped and cheered.

"There clearly are – at least in some parts of the county – emotions involved in this," Woodall said this week.

Cyclists in single file

On June 25, Prokopetz, John Boger, a 54-year-old from Carrboro, and about a half-dozen others were pedaling south on the Orange Grove Road about 7 p.m. GPS and data-collecting instruments on their bikes showed that they were notching about 31 mph on a downhill stretch between Borland and Bradshaw Quarry roads.

There were eight in the pack, and they were riding one behind another.

A silver truck came up behind them, according to Boger, then passed them and pulled in front of the pack.

The truck driver, according to the cyclists, then slammed on the brakes, or brake-jammed as they called it, and caused Prokopetz, the leader of the pack, to hit his bike brakes hard to avoid smashing into the back of the pickup truck.

Prokopetz, a lawyer who lives in Durham and works in the law and patent office of Bayer CropScience in Research Triangle Park, wrecked his bike and took a violent spill.

His front tire was ruined, and he suffered bruises, cuts and road rash on his arms and legs.

The truck driver didn't get out; he sped away from the scene, the cyclists said.

Boger, angered, chased the truck, getting close enough to get the license plate number, and to worry that the man inside was about to jam the brakes again.

The cyclists called emergency dispatchers, beckoning law enforcement officers and an ambulance.

An ambulance was on the side of the road when Anthony Cecil, a deputy with the Orange County Sheriff's Office, just happened upon the wreck at 7:11 p.m. that warm, humid June evening.

Medical workers tended to Prokopetz's injuries before transporting him to the hospital for further treatment. Boger and several other cyclists were in the southbound lane with the emergency caregivers.

After the scene was cleared, the deputy matched the license plate numbers with the truck owner and sent a corporal to Kirk's home.

According to the incident report filed at the Orange County Sheriff's Office, the truck owner told the corporal that he came up behind the bicycles and the rear rider motioned him around them.

"The suspect said he accelerated and went around the bicyclist," according to the report. The driver contended he was going into a curve "too fast" and slammed on his brakes "to avoid an accident."

But GPS data from the cyclists put the group in a straightaway at that point and questioned the account of the incident that Kirk initially gave to law enforcement officers.

In his incident report, Deputy Cecil said the corporal who went to Kirk's home added: "The suspect then

started complaining about bicyclist (sic) breaking the law and getting away with it.”

Riders fight back

Kirk was not immediately charged in the incident. The cyclists went to a county magistrate's office to press charges, and the magistrate on duty initially did not plan to issue an arrest warrant.

The cyclists persevered, and after they urged the magistrate to talk with a prosecutor in the district attorney's office, charges were filed. Kirk was arrested July 8 and appeared in court three days later.

Between 2008 and 2012, an average of 978 bicycle-motor vehicle crashes were reported to the North Carolina Division of Motor Vehicles each year. On average, 22 bicyclists were killed and many more were injured each year, according to the report on the state Department of Transportation website.

“There's almost always somebody who passes a little too close,” Boger said this week.

Bicyclists hear the epithets uttered. They dodge bottles, cans and other objects flung through windows at them.

Many understand the importance of abiding by the same rules of the road that they ask motorists to follow.

But they also are increasingly adding handlebar cameras and other recording devices to help them fight back against motorists' hostility against them.

A bicyclist riding between Cary and Morrisville in early June posted video on a Web page of a van driver who blasted his horn, then passed the cyclist very closely and started moving toward the bike before clearing it, despite no indication of oncoming traffic.

The video posted by the cyclist not only caught the attention of other two-wheelers. Morrisville police also saw it, homed in on the visible license plate number and ticketed the driver.

“Any of us, I think, understands temporary frustration,” said Boger, the cyclist in Orange County who chased down the truck involved in the June incident.

“There are always a few people who are going to be upset. There's always someone who passes a little too close. But I wouldn't call it a trend. It isn't most of the people. But all it takes is one...”

Blythe: 919-836-4948; Twitter: @AnneBlythe1

[Facebook](#) [Twitter](#) [Google Plus](#) [Reddit](#) [E-mail](#) [Print](#)

Join The Conversation

News & Observer is pleased to provide this opportunity to share information, experiences and observations about what's in the news. Some of the comments may be reprinted elsewhere in the site or in the newspaper. We encourage lively, open debate on the issues of the day, and ask that you refrain from profanity, hate speech, personal comments and remarks that are off point. Thank you for taking the time to offer your thoughts.

[Commenting FAQs](#) | [Terms of Service](#)

[Today's Circulars](#)

Attachment 2

OUTBoard's Timeline for the Prior Discussion of Bicycle Safety

- September 2011 – Bicycle Safety on OUTBoard agenda. Citizens Bonnie Hauser and Gail Alberti addressed the Board.
- October 2011 – Bicycle Safety on OUTBoard agenda. Agreement to send letter to BOCC 11/11/11 letter from Chair Cole-Baker to BOCC Chair Pelissier.
- January 2012 – Update provided at OUTBoard meeting. BOCC response to OUTBoard (1/6/12 letter from Chair Pelissier). At the request of OUTBoard, OC Planning staff follow-up with Sheriff's Office. No response provided.
- Winter/Spring 2012 – Citizen group (Rural Road Safety Coalition) comprised of motorists and cyclists meet to discuss bicycle safety. Guidelines are produced and published.
- October 2012 – Jeff Charles, OUTBoard member and representative of Rural Road Safety Coalition presents published guidelines to BOCC during "Public Comments, Matters Not on the Printed Agenda" and requests BOCC endorsement.

Approved 10/19/11

MINUTES
ORANGE UNIFIED TRANSPORTATION BOARD
SEPTEMBER 21, 2011

MEMBERS PRESENT: Nancy Cole Baker, Pedestrian Access & Safety Advocate; Julian (Randy) Marshall, Bingham Township; Alan Campbell, Planning Board Representative; Paul Guthrie, Chapel Hill Township; Sam Lasris, Cedar Grove Township; Amy Cole, Transit Advocate; Renee Price, CFE Representative;

MEMBERS ABSENT: Jeff Charles, Bicycle Advocate; Annette Jurgelski, Eno Township; Dan Barker, Hillsborough Township; Al Terry, Transportation Services Board; Economic Development Commission -Vacant; Cheeks Township - Vacant; Little River Township-Vacant;

Staff Present: Craig Benedict, Tom Altieri, Tina Love

AGENDA ITEM I: CALL TO ORDER AND ROLL CALL

AGENDA ITEM II: CONSIDERATIONS OF ADDITIONS TO THE AGENDA

AGENDA ITEM III: APPROVAL OF MINUTES

Minutes from the August 17 meeting have not been completed and may not be available until the next meeting.

AGENDA ITEM IV: BICYCLE SAFETY

Orange County citizens Bonnie Hauser and Gail Alberti have requested to address the OUTBoard concerning bicycle safety in the County.

OUTBoard Action: For its information.

Bonnie Hauser, Gail Alberti, Bryant and Kim Dodson discussed the problem of a motorist/cyclist conflict that had escalated. The dangers of bicyclist riding and cars trying to pass then having an accident with another car is increasing. Also, the bicyclist who ride in packs and take over the whole road is another problem. Before Karen retired she made a suggestion to do safety shoulders at the key parts of the road where there are wide curves and hill so the bicyclist can get by. The other suggestion was basic rules of the road. Bryant Dodson shared his concern about his fears of hitting a cyclist. Bonnie suggested the options of having tags noting that would make it easier to identify a cyclist in case of an accident. Kim Dodson agreed. There are cyclists who wear earphones which is not safe.

Sam Lasris asked if they addressed the organization in Orange County. Bonnie responded that she thought they were represented on the OUTBoard. Sam Lasris asked if there was a particular time or day of the week. Kim responded that weekdays and weekends are both very busy.

Bonnie Hauser explained the goal was not to rid the road of bicyclist but basic safety issues need to be followed. There are 30 year plans being done and there is a very basic safety issue that is not being addressed.

Renee Price noted there was motivation to get more bike lanes because people were talking about riding to work. There was a problem when bicyclist did not get what they wanted and then they wanted the road.

Approved 10/19/11

53 Paul Guthrie asked if they thought the biggest problem was reckless bicycle drivers or those deliberately impeding
54 traffic by any means? The answer was they were the same. He also noted a figure eight was a chargeable offense
55 causing a public safety hazard. He said until you define where the issues are fixing them becomes difficult.
56

57 Nancy Baker discussed some issues that the OUTBoard is working on. This includes public service notifications,
58 calling the Sheriff and getting him involved, etc.
59

60 Sam Lasris noted that if there were a fee for bicycle tags, it would be a great way to start paying for bicycle paths.
61

62 Gail Alberti asked the Board to speak with the County Sheriff. Renee Price said it would be helpful to have someone
63 at the meeting from the bicycle clubs.
64

65 Paul Guthrie said this issue was bigger than bicycles because he had observed several things that were ancillary.
66 He noticed the number of very high-speed motorbikes is increasing significantly which are capable of going 100 miles
67 per hour. Also, there is an increasing number of low speed scooters which are harder to deal with than a bicycle.
68

69 Alan Campbell asked what the purview to regulate this would be. Paul Guthrie suggested putting items together that
70 concern non-motorized vehicles. Renee Price said there were also joggers and walkers. Alan asked if there were
71 any other counties faced with this issue. Sam Lasris replied that Oregon has a beautiful system of bicycle and
72 walking paths in a county about the size of Orange County noting it brings tourists to their area.
73

74 Craig Benedict discussed the challenges of the road right-of-way.
75

76 Nancy Baker summarized that there were problems with current bicycle safety. The next agenda item can be used
77 to discuss the bicycle issue. She also mentioned the Pedestrian Plan. She asked if there were any missed
78 opportunities. Randy Marshall pointed out that the pedestrian path were lines on a map. Sam Lasris asked if there
79 was a countywide database that included right of ways. Craig Benedict said that DOT has some things that show
80 right of way is not really right of way. The work to get that straightened is quite significant.
81

82 Randy Marshall stated that a sign should have bicycle routes and bicycle rules. He wasn't sure how much he wanted
83 to get into govern behavior. Nancy Baker stated that safety is a big issue. There may be an option of sitting down
84 with the cyclist to have a conversation about the situation.
85

86
87 **AGENDA ITEM V: DRAFT COMPREHENSIVE TRANSPORTATION PLAN (CTP)**
88

89 Randy Marshall updated the Board on the Comprehensive Transportation Plan (CTP). He said the last public
90 meeting was not well attended. The schedule is to go through the BOCC's comments at the October 18 meeting.
91 The final CTP to come before the BOCC should be set for January. He discussed the latest maps.
92

93 Paul Guthrie stated that there were extremely conservative estimates about the changes in the various map
94 categories.
95

96 The CPT will be forwarded to the Metropolitan Planning Organization (MPO) after the BOCC has approved it. Sam
97 Lasris asked if the MPO is dealing with what happens when 86 gets to Hillsborough. Craig Benedict answered that
98 the MPO is a little behind the planning process so the pinch points need to be identified. He agreed it was a major
99 issue. Renee asked why Highway 86 was an expressway and not a boulevard. Craig explained that either was an
100 issue. Randy Marshall stated the CTP plan should fit with Caswell County Plan.
101

102
103 **AGENDA ITEM VI: RECOMMENDATION TO REAPPOINT BOARD MEMBERS**
104

105 Nancy Baker stated that Sam Lasris' term was up and he is not eligible for another term but would continue working
106 on the Board until there was a replacement named. Jeff Charles' term was also up but he can be reappointment.

Approved 10/19/11

107 Dan Barker declined a second appointment to serve again. There will be an opening for another Hillsborough
108 person. Tina will send an email with the people that have shown an interest.

109
110 **MOTION:** Paul Guthrie made a motion to recommend reappointment for Jeff Charles. Seconded by Randy Marshall.

111 **VOTE:** Unanimous

112
113 **AGENDA ITEM VIII: EFLAND-BUCKHORN-MEBANE COMMERCIAL INDUSTRIAL TRANSITION ACTIVITY NODES AND**
114 **ECONOMIC DEVELOPMENT DISTRICT ACCESS MANAGEMENT PLAN**

115
116
117 Craig Benedict stated this item was on the August 23 Quarterly Public Hearing. There is an approval with the City of
118 Durham for utility facilities to be extended into the Eno Economic Development Zone. Craig stated as they promote
119 development they need to ensure they have all the infrastructure items to support them. There are suggestions in
120 the access management that would prompt the developer to connect some other dots. There are changes to the
121 Water and Sewer Management Planning and Boundary Agreement to allow development. As properties
122 development they need to ensure that development is not reviewed on a piece mail basis. There are 26 items
123 different access management issues that can be addressed. If there is an access plan and DOT needs to be move
124 something up to the top this plan will help expedite the issues. Craig continued to review maps. Randy Marshall
125 asked if there was an Access Management Plan adopted. Craig responded there was not but was part of a planned
126 development.

127
128 Alan Campbell asked if the issue of whether a road is public or private is that left up to DOT? Craig said it driven by
129 DOT with certain criteria.

130
131 There was conversation between several individuals about the access management on the map. Continued
132 presentation.

133
134 Nancy Baker asked if this plan was already approved. Craig Benedict responded that it had not been approved.
135 Nancy would like to discuss this at the next meeting. Sam stated that at some time travel time would need to be
136 reduced. Craig will bring the Land Use Planning efforts. At the next meeting they will start with that and go to bike
137 stuff.

138
139 Paul Guthrie had a problem with how to monitor the development so there would be a good mix to get the Economic
140 Development that was desired. Randy Marshall noted that there was public hearing and nobody spoke on the plan.
141 Craig Benedict responded that there were 20 people or so to show up. Also, how many times has the Planning
142 Board discussed this issue? Craig responded that the recommendations have had Planning Board review.

143
144 Tom Altieri stated that Commissioner Jacobs asked to add the disclaimer to the maps to describe what the dashed
145 lines mean that they are conceptual so that will be added.

146
147
148 **AGENDA ITEM IX: BOARD COMMENTS**

149
150 **AGENDA ITEM X: ADJOURNMENT**

151
152 There being no further business the meeting was adjourned

153

Nancy Baker, Chair

Approved 1/19/12

MINUTES
ORANGE UNIFIED TRANSPORTATION BOARD
OCTOBER 19, 2011

MEMBERS PRESENT: Nancy Cole Baker, Pedestrian Access & Safety Advocate; Julian (Randy) Marshall, Bingham Township; Alan Campbell, Planning Board Representative; Paul Guthrie, Chapel Hill Township; Amy Cole, Transit Advocate; Jeff Charles, Bicycle Advocate; Annette Jurgelski, Eno Township;

MEMBERS ABSENT: Sam Lasris, Cedar Grove Township; Renee Price, CFE Representative; Al Terry, Transportation Services Board; Economic Development Commission - Vacant; Cheeks Township - Vacant; Little River Township - Vacant; Hillsborough Township - Vacant

STAFF PRESENT: Craig Benedict, Planning Director; Tom Altieri, Comprehensive Planning Supervisor; Tina Love, Administrative Assistant II

AGENDA ITEM I: CALL TO ORDER AND ROLL CALL

AGENDA ITEM II: CONSIDERATIONS OF ADDITIONS TO THE AGENDA

AGENDA ITEM III: APPROVAL OF MINUTES

The August 17 OUTBoard minutes were approved by consensus

The minutes from the September 21 meeting were approved with changes by consensus

AGENDA ITEM IV: Efland-Buckhorn-Mebane Commercial Industrial Transition Activity Nodes and Economic Development District Access Management Plan (Tabled from Sept. 21st) The BOCC directed staff to obtain recommendations from the Planning Board and the Orange Unified Transportation Board to bring back to the BOCC for consideration to adopt the Access Management Plan by the November 15, 2011 BOCC meeting.

OUTBoard Action: Discuss and endorse recommendation to the BOCC.

Craig Benedict discussed the general meaning of Access Management Plans are and how it would end up working. The BOCC approved a tie-in for site planning processes to ensure that when a site plan comes forward that if there are plans for roads to be connected or stubbed out, etc. that site plan would reflect those Access Management Plans. He mentioned the Access Management Awareness Project on Orange Grove Road in 2003. The "Access Management Program" handout was part of that project. He reviewed the handout.

Nancy Baker asked if these were the aspects of the Access Management Plan that were approved or would be approved. Craig Benedict responded that they were not approved yet. They are guidelines to be approved.

Alan Campbell asked how much would this tie the County's hands if there were a situation that a development would not be ideal to have a road to go through it. Would that bind the County if it were adopted? Craig answered that these are suggestions. If the same objectives can be accomplished in another manner that manner would be used. Craig discussed maps for the Access Management Plan.

Nancy Baker asked if the high-speed railroad project give funds for accommodating traffic getting back and forth? Craig responded by saying there will be a negotiation.

Approved 1/19/12

55
56 Paul Guthrie noted that the map was out of scale because the railroad right a way is 300 feet. Also, the design was
57 for it to become a second track. Craig noted there are remnants of a second track on the Mebane side.

58
59 Jeff Charles asked about existing roads with widening, does that include bike lanes? Craig responded by stating that
60 would be a cross section.

61
62 Nancy Baker asked if there was a mechanism now there to get the pedestrian bicycle facilities we want to see. The
63 other question is can it be mixed use, etc. Craig answered by stating that will happen in the next year. They will
64 work on profiles or a cross section that if an 80-foot road right of way, will have center turn lane, bicycle lanes, etc.
65 The second part of the question can be saved for another meeting. There will be areas that will not have mixed use
66 and areas that will.

67
68 Jeff Charles shared that there was a resource that they would be able to give, a written document that gives every
69 road on a given right. That would include the roads that are used the most. Craig noted that on the Access
70 Management Plans that are part of the review is focused on Economic Development Zones from Mebane to Efland.

71
72 Paul Guthrie asked when there is a project that was described there were two transportation issues that are not dealt
73 with and that would be if you go to middle size or light industrial, there may be a need to a rail siding into a facility. If
74 it is not rail but a manufacturer that uses a lot of trucking you need to think of turn radius in and out of the property
75 and the size of the intersection. He asks if you go from this level to a specific level? Craig answered yes it will be
76 project specific.

77
78 Jeff Charles noted that the outskirts around the area were the prime areas he bicycled to go to Efland and Mebane.
79 He would like to ensure that in the thought process, bicycle lanes should be considered.

80
81 Paul Guthrie asked who would pay for the water and sewer. Craig answered that Orange County would pay for the
82 Backbone Water and Sewer System.

83
84 Nancy Baker commented regarding access management, which is mostly automobile access, where in the process,
85 is there a formal discussion about bicycle and pedestrian access? Craig responded that it can be all those things, a
86 living document. That will be included in the document.

87
88 Alan Campbell added that his view was this plan actually helps control the development going there.

89
90 Craig Benedict noted that if someone is uncomfortable with the concept at hand to vote "no" instead of an abstention.

91
92 **Motion** by Alan Campbell to approve the Efland-Buckhorn-Mebane Commercial Industrial Transition Activity Nodes
93 and Economic Development District Access Management Plan as presented by staff with the added recommendation
94 that the plan consider the impact of bicycle lanes on West Ten Road, Buckhorn Road, Mt. Willing Road, other used
95 by bicyclist to travel from Hillsborough to Mebane. Seconded by Jeff Charles.

96 **Vote** 5 in favor with one member abstaining- Passed

97
98 Paul Guthrie noted that his reason for abstaining from the vote was not because he thought it wasn't a good concept
99 and that the ideas in this particular exercise in planning but he feels personally uncomfortable that this document
100 could become a way to move inappropriately in the financing of the public utilities that go into the facility and noted it
101 was millions of dollars of investment in public utilities. He added that with the financial pressures in the County at this
102 time, he is uneasy that this may be used as a document to say we have to spend this money on utilities.

103
104
105 **AGENDA ITEM V: BICYCLE SAFETY** (Tabled from September 21)

106 **OUTBoard Action:** Continue and complete discussion

107
108 Nancy Guthrie updated the Board on the issue at hand with bicycle safety.

Approved 1/19/12

109
110 Tom Altieri explained the "job description" of the Board. The Rules and Procedure of the Board are general. It does
111 lean toward the charge being land use and transportation based. Obviously this group can recommend widening
112 shoulders, bike lanes, etc. to help facilitate but in terms of rules of the road and how cyclist conduct themselves is a
113 public safety and law enforcement issue. The Board could frame a letter from the Board to the BOCC to ensure they
114 are aware of the issues by the individuals and provide opportunity for them to take the next step.

115
116 Craig Benedict noted that one recommendation that was discussed was an awareness campaign.

117
118 Jeff Charles noted that he was not here last month but he read the email and was concerned there may have been
119 some perception problems. He assured the Board there was communication problems between the two groups and
120 was both equally to blame. The problem would dissipate if there were more bicycle lanes and two feet lanes. The
121 comment about better education on both sides needs to be done but as far as the OUTBoard can do what is being
122 done now. He met the lady before when she almost ran over one of his friends. She was very upset so he
123 suggested she contacted the county to discuss this.

124
125 Annette Jurgelski asked if there was a brochure that is distributed to bicyclist as to what is expected and where they
126 will find bike lanes? Jeff Charles responded that there was a North Carolina Bicyclist and Pedestrian Law book that
127 is available to everyone. He stated that education and communication was the key.

128
129 Nancy Baker noted that our communication to them may be please help us by taking some of the role of
130 communication that is not really our purview but certainly their group working with your group would be great in
131 combination with putting articles in the newspaper, etc.

132
133 Paul Guthrie asked how the bicyclist group felt about putting a license tag on the bicycle. Jeff Charles answered that
134 he would not speak for anyone other than what would be the purpose. The bicyclist doesn't have the ability to report
135 a car because they could not read the license plate. He noted that bicyclist was not running over people. Nancy
136 Baker commented that part of the reason was for accountability but mostly that if there were money that would go
137 directly to bike lanes. Randy Marshall noted that it was presented that the driver does not have any way of
138 identifying the bicyclist. Nancy Baker suggested that the Board could talk to Chuck and if Dairy Land is planned, see
139 what the plans are and see what we can do. There was also a suggestion to put flyers out a few day ahead of an
140 event that the roads would be closed to prevent confusion. Randy Marshall recalled a suggestion about a letter to
141 the BOCC from the bicyclist indicating that we have had the presentation and referring it back to them so they can
142 address concerns about public safety. A letter to the BOCC and copy Bonnie would be appropriate.

143
144 Jeff Charles asked if there could be a recommendation to BOCC to form a subcommittee of Orange County citizens
145 from both communities to discussion the issues and make recommendations.

146
147
148 **AGENDA ITEM IX: BOARD COMMENTS**

149
150 Tom Altieri updated the members on the Comprehensive Transportation Plan presentation to the BOCC by Sarah
151 Lee, NCDOT. Sarah Lee Presented the Draft Comprehensive Transportation Plan to the BOCC. Some concerns
152 from the commissioners were that our Comprehensive Transportation Plan could be adopted prior to the MPO
153 Comprehensive Transportation Plan, which is behind in the process and did stress that we coordinate those efforts
154 ensuring that the corridors line up. One particular area that Commissioner Jacobs mentioned was north of town
155 where 57 and 86 come together and funnel down into Highway 70. They may have picked up on the Planning Board
156 minutes about the Comprehensive Transportation Plan regarding bicycles which originally had the idea that some
157 would commute by bicycle from Hillsborough to Chapel Hill but wanted to emphasize that we are talking about use
158 primarily for recreational purposes. They wanted notes about rationale behind the maps (i.e. what kinds of things
159 were used to develop the maps). There will be appendices to the maps.

160
161 Nancy Baker: Is the appendixes a text description of the process?

162

Approved 1/19/12

163 Tom Altieri: I think it is reference, sources, what is the CTP and information about how the maps were put together. I
164 get the impression we have the latitude to add what we think is appropriate in that area for supporting information.
165

166 Jeff Charles: Let me comment about recreational cycling versus commuting. A number of the roads currently on the
167 bicycle plan are, I think, roads that dove tail into Durham County's Plan for Commuting from the Durham area to
168 Chapel Hill. An example is Whitfield Road. We need to look at why certain roads were included where it butts up
169 against Durham County.
170

171 Paul Guthrie: In the southeastern corner, Mt. Carmel connecting to Farrington connecting up to Stagecoach and
172 then 55 is a bicycle route to the RTP that avoids major highways. If you go at the rush hour times, you will find six to
173 eight people taking the six or seven miles to RTP. That kind of roads exist in other places but it doesn't show up in
174 our map is because Mt. Carmel is NC2 for bicycles. It is more for pleasure riding.
175

176 Craig Benedict: That is where the text needs to explain the roads shown on this bicycle map are for both purposes.
177 If there is an explanation, then the maps become more understandable. You mentioned the Light Rail connection.
178

179 Tom Altieri: I don't know if it was mentioned specifically but the whole Orange County Transit Plan and how does it
180 tie into it.
181

182 Nancy Baker: Isn't that sort of thing mostly on an MPO plan?
183

184 Tom Altieri: Exactly. The whole idea is this is mentioned in the spirit of that coordination and it would be better to
185 have the two plans going together instead of this one so far out in front. Orange County does have the opportunity
186 when the MPO plan is adopted to readopt the whole thing as one package.
187

188 Randy Marshall: Did I understand you to say that Durham has a commuter bike route planned and we need to
189 acknowledge that?
190

191 Jeff Charles: I have been interacting with Bo Glenn who has been active in transportation in Durham County. We
192 were discussing Whitfield Road specifically and I ask why did that get there and he said there was the whole
193 connection coming up 751 taking Erwin 751 back onto Erwin coming up there and then using Whitfield as the natural
194 road to come up to get over to Martin Luther King and also over to Eubanks. Erwin Road is not a good place to ride
195 a bicycle either. I am not sure we can get a lot of commuting like that and it is not used for recreational. There is a
196 dovetail there.
197

198 Nancy Baker: There is a potential for it to be a good route for commuters if it is improved.
199

200 Jeff Charles: Yes but I still question whether there is enough rationale for that to occur from that area of Durham.
201

202 Randy Marshall: It may be an option for those who live in Chapel Hill who work at Duke might use that.
203

204 Jeff Charles: They chose that instead of some of the other roads because of the traffic pattern.
205

206 Randy Marshall: Weaver Dairy will have bike lanes.
207

208 Jeff Charles: Because of the high school.
209

210 Paul Guthrie: I have been concerned that the different jurisdictional plannings that are going on have no visible link.
211 We did get information from staff as to where those links might be but it doesn't show up in the plans and at some
212 point, the commissioners need a map that shows the connections around the entire border because of the rural plan
213 and if it is only one map showing there is a linkage there, it would improve the whole ability for them to conceive what
214 is going on in the plans.
215

Approved 1/19/12

216 Jeff Charles: With all this transportation initiative going on in the three counties, it might be a good idea to create
 217 these bicycling commuting pathways. Just as Orange County has numbered their map, we could have a more
 218 regional listing where you do talk about it being bicycle commuting or walk able path, which would accomplish what
 219 you are suggesting.

220
 221 Nancy Baker: What is the plan for the MPO?

222
 223 Tom Altieri: I am not certain but I think they are between six months and one year behind.

224
 225 Nancy Baker: It think at some point in the process, we need to have a presentation to make sure our plans are the
 226 same.

227
 228 Paul Guthrie: Remember it is not just one jurisdiction. You are talking about four or five jurisdictions. At some level,
 229 we need to give the BOCC some idea of what is going on.

230
 231 Tom Altieri: After the meeting last night, these MPO boundary lines are somewhat in dispute. We thought we had a
 232 meeting set up to work on it but it was postponed. The rescheduled is December 7 but the maps and plans reflect a
 233 MPO boundary that we are not sure is accurate. The last comment I heard last night was about two park and ride lots
 234 and said it would be good if we could include in the plan what we had in mind.

235
 236 Craig Benedict: As a note, a big element of the Orange County Transit Plan is light rail but a substantial is enhanced
 237 bus service in Urban and Rural areas and how that would feed into light rail. The one in White Cross would be more
 238 of a commuter drop off and bused into UNC. We don't have numbers on that but we do know how many commuters
 239 go down 54 to UNC to work. We also know that Piedmont area rapid transit has a bus that goes down 54. We may
 240 put written text together of things that are out there.

241
 242 Nancy Baker asked about the status of the TIP. Tom Altieri replied that the MPO, the Technical Coordinating
 243 Committee (TCC) has received a prioritization of the projects within the district and needs to move forward with a
 244 recommendation about how points are assigned. The points are assigned by the MPO and the ranking is done by
 245 the state based on a quantitative process. All the MPOs and RPOs get a bucket of points (1,400) that can be
 246 assigned to high priority projects. The staff sticks to the quantitative aspects. Recommendations will be made to the
 247 TACs on how they might assign points. There will be a public hearing on both based on rankings and how the TAC
 248 is giving out those points. Randy Marshall noted that he and Nancy Baker had been on the Board seven or eight
 249 years and could not figure out the process and how the Board could affect the process. Craig Benedict commented
 250 that it takes years to get through the process. Randy noted that all the groups assign the points and make the
 251 decision. The Board's job is to identify things that should go and the other bodies make the decision about the
 252 project that get the approval. Craig Benedict responded that the Board's job is to inform the BOCC about projects
 253 and what should be the priority project and the BOCC considers that. Randy Marshall expressed a concern that the
 254 little influence the Board had dissipated because there were no connections because of lack of time and staffing.
 255 Craig informed the Board they had approval to hire another transportation planner.

256
 257 Randy Marshall suggested an agenda item on each meeting agenda for a TIP update.

258
 259 Annette Jurgelski asked about the new bus route. Craig Benedict said they were getting 20 or 30 people a day riding
 260 so there is a learning process.

261
 262 Randy Marshall asked about the schedule for a commentary at the BOCC to be integrated into the plan. Tom Altieri
 263 responded that the steering committee will need to meet on a date to be decided

264
 265
 266 **AGENDA ITEM X: ADJOURNMENT**

267

Nancy Baker, Chair

MINUTES
ORANGE UNIFIED TRANSPORTATION BOARD
JANUARY 18, 2012

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54

MEMBERS PRESENT: Nancy Cole Baker, Pedestrian Access & Safety Advocate; Julian (Randy) Marshall, Bingham Township; Alan Campbell, Planning Board Representative; Paul Guthrie, Chapel Hill Township; Amy Cole, Transit Advocate; Jeff Charles, Bicycle Advocate; Annette Jurgelski, Eno Township; Renee Price, CfE Representative

MEMBERS ABSENT: Sam Lasris, Cedar Grove Township Representative; Al Terry, Transportation Services Board; Cheeks Township - Vacant; Economic Development Commission - Vacant; Little River Township-Vacant; Hillsborough Township – Vacant;

STAFF PRESENT: Tom Altieri, Comprehensive Planning Supervisor; Darcy Zorio, Transportation Planner; Tina Love, Administrative Assistant II

AGENDA ITEM I: CALL TO ORDER AND ROLL CALL

AGENDA ITEM II: CONSIDERATIONS OF ADDITIONS TO THE AGENDA

Darcy Zorio: I am the new transportation planner. I was previously with the Institute for Transportation Research and Education at NC State on ITRE. I attended Western Carolina where I got my Masters and my undergraduate degree from St. Andrews Presbyterian College. I am from the Triangle and grew up in Fuquay Varina. I look forward to working with you.

AGENDA ITEM III: APPROVAL OF MINUTES FOR OCTOBER 19, 2011

The OUTBoard minutes from October 19, 2011 were approved with changes by consensus.

AGENDA ITEM IV: COMPREHENSIVE TRANSPORTATION PLAN – STEERING COMMITTEE UPDATE

The Steering Committee met on December 14, 2011 and will update the Board on its discussions and next steps.

OUTBoard Action: Receive Update.

Randy Marshall: We met on December 14 and reviewed the draft recommendations that were taken to the OUTBoard. They wanted the document to include the size of those lots. As it turns out, we determined that the Board of County Commissioners in terms of the adopting the Comprehensive Transportation Plan only adopt the maps. They do not adopt any information that goes along with supporting those maps or to expand on them. We decided we would not give that information to the Board of County Commissioners until we have adopted the maps. The consensus was there are lots of issues that come up when they get the supporting documentation which could conceivably slow down the process. They are trying to make changes on something they don't need to.

Tom Altieri: There were three primary items requested by the steering committee. The first was to provide a memo essentially establishing what coordination has taken place during this process with the MPO and its staff. Also, how our Comprehensive Transportation Plan would be used in the MPO CTP preparation process. This, to reassure the Board of County Commissioners that coordination has taken place during our process and will also take place during the MPO process. Second, if not complete Appendices an outline of its contents and last, final draft maps.

Randy Marshall: The Board of County Commissioners will hopefully have a public hearing in February.

Approved 4/16/12

55 Tom Altieri: They have four scheduled public hearings per year. When this item last went to the Board of County
 56 Commissioners we suggested this particular item, since it is not an ordinance, could go to a regular meeting, they
 57 were in agreement. When that public hearing is held, staff will provide the Board of County Commissioners options.
 58 They could close the hearing that night and adopt the plan or if there is new information that comes forward at the
 59 public hearing, it could be sent back to the OUTBoard or steering committee. I would not want to box in the Board of
 60 County Commissioners by saying we are asking them to adopt it the same evening without another option if new
 61 information is learned.

62
 63 Nancy Cole Baker: I am apprehensive about what they will say about the pedestrian plan which has drawn lines
 64 throughout the County for future trails. Have you heard anything from the Board of County Commissioners on that?

65
 66 Tom Altieri: Nothing specific. This item went to the Board of County Commissioners along with other items on the
 67 regular agenda.

68
 69

70 **AGENDA ITEM V: STAFF UPDATES:**

- 71 • Introduction of Darcy Zorio, Orange County Transportation Planner
- 72 • Active NCDOT Projects in Orange County
- 73 • State TIP Process – SPOT Prioritization for Rural (TARPO) and Metropolitan (DCHC
- 74 MPO) Planning Areas
- 75 • 2040 Long Range Transportation Plan
- 76 • Burlington Graham MPO
- 77 • Safe Routes to Schools Action Plan
- 78 • Congestion Mitigation Air Quality (CMAQ) Projects
- 79 • Bicycle Safety

80

81 **OUTBoard Action:** Receive updates and discuss as appropriate.

82

83 Tom Altieri reviewed Attachment 2 which was an update on current projects in the County.

84

85 There was conversation about rumble strips and the cost of resurfacing. Also, the places scheduled for resurfacing.

86

87 Tom Altieri reviewed the list of projects for Orange County.

88

89 There was a lengthy discussion about the two foot shoulder and resurfacing after the two foot shoulder is laid.

90

91 Tom Altieri reviewed the State TIP Process on Attachment 3.

92

93 Nancy Cole Baker: The bottom line is given the spreadsheets and the way they are now, are there any projects that
 94 we think will get funded that will affect our area?

95

96 Tom Altieri: We don't have the ability to answer that question now. It will be based on funding and budgets yet to be
 97 determined. Projects scoring higher will receive priority.

98

99 Darcy Zorio: You could look at the state score column. That would be the best indicator but you have to have the
 100 other state scores from other MPO projects throughout the state.

101

102 Nancy Cole Baker: When will we know where our projects rank statewide?

103

104 Tom Altieri: Staff will need to learn a little more about the process since this is a new process. The MPO is in the
 105 initial phases of the 2040 LRTP (Long Range Transportation Plan) process. There is a schedule on page 34.

106

107 Renee Price: How much of the public actually come to the workshop?

108

Approved 4/16/12

109 Tom Altieri: In general, when you compare attendance to the number of people in the jurisdiction or noticed with the
110 information, it is a very small percentage.
111
112 Tom Altieri reviewed the request for a seat on the Burlington Graham MPO.
113
114 Annette Jurgelski: On page 32, are the points on that page from the MPO or the RPO that is another set of points?
115
116 Tom Altieri: Those are RPO projects.
117
118 Tom Altieri reviewed the status of the Safe Routes to School Action Plan. He noted that when Karen Lincoln left, her
119 update was that this Board had completed a draft plan working with a consultant, reviewed the draft, provided
120 comments and DOT was also to provide comments on the draft plan and the consultant was awaiting those
121 comments and intended to incorporate both OUTBoard comments and DOT comments simultaneously. I have
122 inquired about the status of the project and have not received a response to date.
123
124 Tom Altieri gave a brief update on the CMAQ noting he has familiarized himself with the reimbursement process and
125 the County just received its first check.
126
127 There was a short discussion about the bike rack for the buses and how they would be used.
128
129 Randy Marshall: What is the status of the Chapel Hill County Joint Transit Study?
130
131 Darcy Zorio: We are currently trying to get a schedule from the consultant as to when we can expect things to be
132 complete.
133
134 Tom Altieri: One of the County concerns is following consolidation, how does Orange County continue to maintain a
135 seat the table that ensures we maintain adequate service in the rural areas.
136
137 Randy Marshall: Chapel Hill, Durham/Raleigh, Triangle area has sucked all the transportation money anywhere they
138 can.
139
140 Tom Altieri: The last item is on Bicycle Safety. The response from Chair Pelissier has been included in your packet.
141
142 Randy Marshall: What is the appropriate length of time to wait to ask the Sheriff what he plans to do about this?
143
144 Nancy Cole Baker: We can invite the sheriff here to discuss this.
145
146 Jeff Charles: I think that is an excellent idea because part of the issue with cyclist is that sheriffs are enforcing traffic
147 safety laws for cyclists. A number of our cyclists go through red lights, stops signs without stopping and I think if
148 Orange County was known that the sheriff/deputies were enforcing by giving tickets that would benefit cyclists'
149 safety. It would also defuse some of the comments made by drivers on the other side of the fence they also need to
150 enforce the two foot path that cars have to give cyclists, etc. They need to do both. It would be good to have the
151 sheriff here and have that discussion.
152
153 Renee Price: In this letter did you want the letter to talk to us or the BOCC or both?
154
155 Nancy Baker: I think we were talking about forwarding the issue to the sheriff but I think.....
156
157 Randy Marshall: Well we don't tell the BOCC what to do with the referral, we referred it in hopes they would do they
158 did which was to refer it the sheriff. How that the sheriff has it, it seems it comes upon us to say, okay, this was
159 brought to us originally and referred to you by the Commissioners, can you give an idea what the response will be.
160 Two weeks ago a sheriff deputy was behind me and a cyclist went right through a stop and didn't even slow down
161 and it didn't even register to them that it had happened, it's not on their radar.
162 Nancy Baker: If you could invite the Sheriff to come and talk to us at a meeting that would be great.

Approved 4/16/12

163
164 Jeff Charles: The Chapel Hill police department does stop bicyclist and Carrboro also stop cyclist. I would like to see
165 the Orange County Sheriff's Department doing the same thing. It is good for everybody.
166

167 Paul Guthrie: While I agree with you that it's a good idea, I think you have to be aware of the fact that it's likely
168 because of the size of the County and the density of traffic it is more likely in Chapel Hill and Carrboro for an office to
169 witness it. Unless there is a visible viewing by an officer there isn't really anything they can do about it.
170

171 Jeff Charles: If cyclists know they will be ticketed if caught it would be a deterrent. If the Sheriff's Deputies were on
172 record that they will be enforcing cyclist to follow traffic laws as state law requires, I think it would be a good thing.
173

174 Tom Altieri: If we did invite the Sheriff or designee to attend a meeting to hear your concerns, what happens next?
175 Is the OUTBoard then done with this?
176

177 Jeff Charles: I think we need to get them involved in the cycling community.
178

179 Nancy Baker: I just want to hear what they have to say. I would be interesting to hear the prospective of law
180 enforcement about this issue.
181

182 Randy Marshall: We'll request an update from the Sheriff in 6-months.
183

184 Nancy Cole Baker: Tom, will you send a note to the Sheriff with the request that he or his designee attend one of our
185 meetings?
186

187 Tom Altieri: I think I can bring that to back to Craig and seek his opinion on that. I will need to discuss the matter with
188 Craig, I think he may have considered the matter closed.
189

190 Jeff Charles: Just to be clear about bicycling, they have the same right to the road as a car. If someone says that a
191 bicyclist is a nuisance they need to change the North Carolina laws which are consistent with 50 states in the union.
192 I wasn't here for the presentation and we had an exchange in October when we talked about this issue and I was
193 upset because it sounded as if they were saying that the bicyclist are a nuisance. They have to get over that
194 because, in fact, we have the right to the road just as pedestrians.
195

196 Randy Marshall asked for a list of the bridge projects.
197
198

199 **AGENDA ITEM VII: ADJOURNMENT**
200
201

Nancy Baker, Chair

APPROVED 11/20/2012

**MINUTES
BOARD OF COMMISSIONERS
REGULAR MEETING
October 2, 2012
7:00 p.m.**

The Orange County Board of Commissioners met in regular session on Tuesday, October 2, 2012 at 7:00 p.m. at the DSS offices, Hillsborough Commons, Hillsborough, N.C.

COUNTY COMMISSIONERS PRESENT: Chair Bernadette Pelissier and Commissioners Valerie Foushee, Alice M. Gordon, Barry Jacobs, Pam Hemminger, Earl McKee, and Steve Yuhasz

COUNTY COMMISSIONERS ABSENT:

COUNTY ATTORNEYS PRESENT: John Roberts

COUNTY STAFF PRESENT: County Manager Frank Clifton, Assistant County Gwen Harvey, Assistant County Manager Michael Talbert and Clerk to the Board Donna Baker (All other staff members will be identified appropriately below)

1. Additions or Changes to the Agenda

The Chair went through the additional items at the County Commissioners' places:

- White sheet PowerPoint for item 7-a, Employee Health Insurance and Other Benefits for 2013
- PowerPoint for item 7-d – Resolution to Submit Comments Regarding Alternatives for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's 2040 Metropolitan Transportation Plan and Comprehensive Transportation Plan
- Rose sheet – from Commissioner Gordon regarding item 7-e, Transit Interlocal Implementation Agreement
- Pink sheet - from Orange County staff for item 7-e, Transit Interlocal Implementation Agreement
- Orange Sheet from Orange County Manager for item 7-e, Transit Interlocal Implementation Agreement

PUBLIC CHARGE

The Chair dispensed with the reading of the public charge.

2. Public Comments (Limited to One Hour)

a. Matters not on the Printed Agenda

Michael Muller read a prepared statement.

Orange County Commissioners and Staff:

As residents of Orange County we wholeheartedly approve of your efforts to improve the effectiveness and efficiency of emergency response agencies through better address identification.

We are 3 households living off Harmony Church Road on an unnamed driveway that was established at a time when there were no requirements for naming private roads. Two of the households are occupied by former firefighters, one a former Chief and one a former Captain, each with over 20 years of service and experience with the Cedar Grove Fire Dept. We are well aware of the problems associated with locating a residence in an emergency both day and night. We know it is much easier to locate an address on a main road rather than to find a small drive with an additional name.

In our case, our 3 addresses are clearly labeled at the main road with official reflective number signs acquired from the Hillsborough Fire Dept. In addition, the same official house number signs are installed along the ¾ mile driveway at appropriate locations to further direct emergency personnel.

As former emergency responders we also know that the sequential numbering of addresses with properly sized, consistent, and reflective numbers along the roads is an important and effective way to find a house. Enforcing standard number signage on existing roads will better support your efforts to locate structures than adding many newly named small lanes with inconsistently located and sized signs for the many driveways throughout the county.

There are many different situations in the county and we do not believe that only one solution works in every case.

Therefore, instead of demanding compliance to a set of seemingly arbitrary rules we are appealing to your common sense in finding the best solution to the problems of locating a house along our many county roads. Why is the number of households set at 3 per drive? Why not 4? Why not 2?

Also, we are concerned that the tone of your notice, which mentions fines and compliance, even before explaining the ordinance does not actually encourage people to work towards the stated goal of making structures more easily located.

As you know, changing an address is no small matter and requires a significant amount of time, money, effort, and inconvenience. In the absence of moving to a new residence, this is not something that should be required without the clear and definite benefit of achieving the goal of such a requirement.

Therefore we ask you to consider our concerns, especially when the stated basis for the address change, i.e. better emergency response, will not be achieved in cases such as ours.

Attached are photographs of the number signage for our households.

We look forward to a sensible solution to this issue, Thank You,
Sincerely Yours

Michael Muller and Judy Frank
8750 Harmony Church Road
Joe and Ann Chockley
8740 Harmony Church Road>Steve and Joan Levitt
8770 Harmony Church Road

Jeff Charles, OUT Board member and advocate for bicycles, said that he is here for the Rural Road Safety Coalition. He said that he has noticed a significant increase in hostility and frustration between motorists and cyclists over the last couple of years. This has led to dangerous situations on the roads. He said that this group of concerned cyclists and motorists have come together to prepare some common sense guidelines for motorists and cyclists. They are asking the County Commissioners to endorse these guidelines.

Jessica Gerry spoke on behalf of Carrboro Planning Board and announced a series of open dialogues for the public on October 15th, 24th, and 30th on affordable housing.

Don O'Leary read part of the United States Constitution. He said that Woodrow Wilson agreed to commit high treason and sign the Federal Reserve Act, creating an IRS. He said that the IRS has been in control of this nation ever since. He said that the IRS deliberately created the Great Depression. He said that there is a shift of the power to the United Nations. He said that the last hope is for the local governments to use sovereignty to dismantle out of the control of the government and start new.

b. Matters on the Printed Agenda

(These matters were considered when the Board addressed that item on the agenda below.)

3. Petitions by Board Members

Commissioner Jacobs said that he would like to petition and set up an alternative sentencing work group to plan for a new jail. The judges, District Attorney, Public Defender, and other members of the criminal justice system should be a part of this work group. He said that the example of the Emergency Services Work Group is a good model.

Commissioner Yuhasz seconded Commissioner Jacobs' request.

4. Proclamations/ Resolutions/ Special Presentations

a. Ian Finley, 2012 Piedmont Laureate – National Arts & Humanities Month

The Board was introduced to dramatist Ian Finley, the 2012 Piedmont Laureate, and heard a brief selection from him for National Arts & Humanities Month (October).

Staff Support for the Arts Commission Martha Shannon said that October is National Arts and Humanities Month. She introduced Ian Finley, a dramatist, as the 2012 Piedmont Laureate.

Ian Finley said that he has had the chance to interact with many arts groups throughout Orange County. He is writing a new play, Up from the Ground, based on his interactions with these arts groups and explores the food waste of the piedmont. He said that he has spoken with Noah Rannells at the Processing Center, which has opened his eyes to the value and importance of food.

5. Consent Agenda

- **Removal of Any Items from Consent Agenda**
None
- **Approval of Remaining Consent Agenda**

A motion was made by Commissioner Hemminger, seconded by Commissioner Yuhasz to approve the remaining items on the consent agenda.

VOTE: UNANIMOUS

Item V

From: [Gail Alberti](#)
To: [Nancy Baker](#)
Cc: [kdodson59@yahoo.com](#); [Randy Marshall](#); [Orcountyvoice@aol.com](#); [Tom Altieri](#); [Craig Benedict](#)
Subject: Re: request to speak to OUTBoard
Date: Monday, September 26, 2011 8:20:59 AM

Hello- one more comment...The brochure- Bicycling in Orange County- includes under Safety Tips: keep traffic flowing by helping motorists pass safely. Occasionally, a lone cyclist may move over to the edge of the road (but without bike lanes, cars still need to cross the middle line to go around); however, groups of cyclists NEVER get off the road to allow the buildup of cars to pass....at least not in my experience.

byefornow,
 gail

From: "Nancy Baker" <nancycbaker@mindspring.com>
To: [Orcountyvoice@aol.com](#), [taltieri@co.orange.nc.us](#), [cbenedict@co.orange.nc.us](#)
Cc: [gesa47@embarqmail.com](#), [kdodson59@yahoo.com](#), "Randy Marshall" <[pickardmountain@mindspring.com](#)>
Sent: Thursday, September 22, 2011 9:42:09 AM
Subject: Re: request to speak to OUTBoard

Bonnie, et al.,

Thank you so much for taking the time to come and talk to us. Bicycling is one of the most important issues we face. As you said, it effects most of us on a daily basis.

We have put bicycling on our agenda for next month at which time we will discuss the next steps. Please keep in touch, either by looking at our minutes or contacting us directly, or visiting again!

I would like to let you know, too, that we have several open positions on our board. We need members from Cheeks, Little River, and Hillsborough Townships. If your group has any members in this area who are interested in transportation (any or all modes), please encourage them to apply.

Thanks so much,

Nancy Baker
 Chairman, Orange Unified Transportation Board

-----Original Message-----

From: [Orcountyvoice@aol.com](#)
Sent: Sep 21, 2011 9:27 PM
To: [nancycbaker@mindspring.com](#), [taltieri@co.orange.nc.us](#), [cbenedict@co.orange.nc.us](#)
Cc: [gesa47@embarqmail.com](#), [kdodson59@yahoo.com](#)
Subject: Re: request to speak to OUTBoard

Nancy et al

Thank you for listening tonight - sorry for going over the allotted time. Lots of good input and ideas. We hope that your board will take this up as a priority since public safety is at stake and many citizens are worried about head on collisions or other accidents caused by cyclists who are not properly sharing the road

Here's some of the good ideas that were discussed.

- Its critical to address the ongoing cyclist/motorist conflict in a positive proactive way. Everyone deserves to be able to enjoy our rural roads and countryside.
- It is essential for motorists and cyclists to know the rules of the road - not the entire book from NCDOT - but 5-10 key items that can be listed on signs posted at strategic places throughout the county (maple View, farm and garden center, etc). Here's some topics the rules should cover
 - all vehicles - car's, bikes or other, are expected to adhere to motorist laws - including signaling, speed limits and special circumstances for farm equipment and other slow moving vehicles
 - no distractions - so no cell phones or ear plugs, tricks or other distractions- and
 - Signal to turn or stop and if you stop, please get off the road
 - Any vehicle not traveling the speed limit must let other vehicles pass safely. More than ?? MPH below the speed limit must pull to the shoulder or the road right of way to let vehicles pass
- Consider tags to identify cyclists - so if reckless cycling occurs, the cyclist can be identified for the sheriff.
- Update the county's bicycling brochure with rules of the road. Might help to differentiate rules in town vs the rural parts of the county
- Proceed with plans to add 2 foot shoulders -and add deeper safety shoulders in areas where there are blind turns and hills.

We hope that you will work with the Sheriff to host a county/sheriff "town hall" on bicycle/road safety. It would be a great time to unveil draft "rules of the road" signs and educational brochuers for public input.

If you think about the time and money that's spent securing citizen input on 30 year transportation plans, a cyclist/motorist safety session could be a welcome change - since its an immediate issue that concerns many of us.

This only works if you can get the cyclists to the table. As you indicated - its not one group. Hopefully they will help finalize a program that everyone can live with -safely.

I invite my colleagues to add anything they'd like.

You have our commitment to use the OCV mailing list to publicize meetings or ideas that you come up with.

thanks for considering our view.

Bonnie

Bonnie Hauser, President

Orange County Voice

bonnie@OrangeCountyVoice.org

919-732-9316

www.OrangeCountyVoice.org

Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has. - Margaret Mead

In a message dated 8/21/2011 7:42:02 A.M. Eastern Daylight Time, nancycbaker@mindspring.com writes:

I agree with Randy.

-----Original Message-----

From: Julian Marshall <pickardmountain@mindspring.com>

Sent: Aug 19, 2011 10:33 PM

To: Karen Lincoln <klincoln@co.orange.nc.us>

Cc: nancycbaker@mindspring.com, bonnie@OrangeCountyVoice.org, gesa47@embarqmail.com

Subject: Re: request to speak to OUTBoard

Sure. We should put them first on the agenda.

Randy

On Aug 19, 2011, at 2:11 PM, Karen Lincoln wrote:

Nancy and Randy,

Two citizens have met with me regarding bicycle safety issues and they would like to speak to the OUTBoard at a meeting in the near future. Do you want to place them on the agenda for the September meeting? The OUTBoard should be working with/ commenting on the Draft CTP in September.

Karen

ORANGE UNIFIED TRANSPORTATION BOARD
Nancy Cole Baker, Chair

(919) 245-2575
 (919) 644-3002 (FAX)
 www.co.orange.nc.us



131 W. Margaret Ln., Suite 201
 P O Box 8181
 Hillsborough, NC 27278

November 11, 2011

Dear Chair Pelissier:

RE: Bicycle Safety

I am writing to you on behalf of the Orange Unified Transportation Board (OUTBoard) to convey a bicycle safety issue that was brought to the OUTBoard's attention by a group of concerned citizens, including Ms. Bonnie Hauser and Ms. Gail Alberti. Comments were conveyed to the OUTBoard at its September meeting and the Board discussed the issues during its November OUTBoard meeting.

Examples of conflicts between automobile drivers and cyclists were provided and potential mitigating actions offered and discussed among Board members. In summary, the needs for both user-groups to share the road and obey traffic laws were identified as key. This to be achieved primarily through increased public education and traffic law enforcement. The continued physical improvement of bicycle routes (i.e. bicycle lanes, widened shoulders) was also identified.

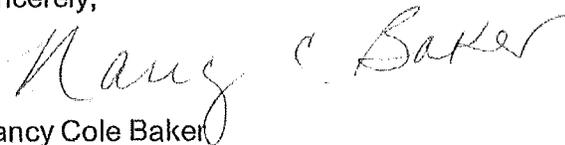
In the transportation surveys the OUTBoard and NCDOT have conducted for the planning process and in our many discussions with citizens, bicycle safety issues are continually identified as a high priority. The OUTBoard will continue to identify and recommend bicycle projects to the BOCC for MPO/TARPO prioritization and consideration. One of our members, a bicycle advocate and president of The Carolina Tarwheels Bicycle Club, has agreed to bring the issue of safety and driver/bicyclist cooperation to his Board of Directors for discussion and consideration.

This letter is intended to convey these concerns to the Board of County Commissioners both for your information and consideration for further action such as contacting the Sheriff's Department or other groups that may be better suited to address the public safety/law enforcement issues.

Feel free to contact me or Tom Altieri with any questions that you might have.

Thank you for your interest in this matter.

Sincerely,


 Nancy Cole Baker

cc: OUTBoard
 Frank Clifton, County Manager
 Craig Benedict, Planning Director
 Bonnie Hauser
 Gail Alberti

BERNADETTE PELISSIER, CHAIR
PAM HEMMINGER, VICE CHAIR
VALERIE P. FOUSHEE
ALICE M. GORDON
BARRY JACOBS
EARL MCKEE
STEVE YUHASZ

ORANGE COUNTY BOARD OF COMMISSIONERS
Post Office Box 8181
200 SOUTH CAMERON STREET
HILLSBOROUGH, NORTH CAROLINA 27278



January 6, 2012

OUTBOARD

Nancy Cole Baker, Chair
131 West Margaret Lane, Suite 201
Hillsborough, N.C. 27278

Dear Ms. Cole Baker:

On behalf of the Board of County Commissioners, I want to thank the OUTBoard for their letter dated November 11, 2011 in reference to bicycle safety. Your letter was shared with all of the Commissioners. Staff will also be forwarding this letter to the Sheriff's Office for his information.

We appreciate the concerns of the OUTBoard as they relate to bicycle safety and we are glad that your board is continuing to identify and recommend bicycle projects to the Board of County Commissioners for MPO/TARPO prioritization and consideration. The BOCC members of the MPO and TARPO have been advocates for prioritizing bicycle projects.

Sincerely,

A handwritten signature in cursive script that reads "Bernadette Pelissier".

Bernadette Pelissier, Chair
Board of County Commissioners

cc: Board of County Commissioners
Frank Clifton, County Manager
Sheriff Lindy Pendergrass
Bonnie Hauser
Gail Alberti

www.co.orange.nc.us

Protecting and preserving – People, Resources, Quality of Life
Orange County, North Carolina – You Count!
(919) 245-2130 • FAX (919) 644-0246