

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

**TECHNICAL COMMITTEE**

**December 15, 2021**

**MINUTES OF MEETING**

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization Technical Committee met on December 15, 2021 at 9:00 a.m. through a teleconferencing platform. The following members were in attendance:

Ellen Beckmann (Chair) Durham County  
 Nishith Trivedi (Vice Chair) Orange County  
 Tom Devlin (Member) City of Durham Transportation  
 Kayla Seibel (Member) City of Durham Planning  
 Lynwood Best (Member) City of Durham  
 Tasha Johnson (Member) City of Durham Public Works  
 Brooke Ganser (Member) Durham County  
 Scott Whiteman (Member) Durham County  
 Theo Letman (Member) Orange Public Transportation  
 Tina Moon (Member) Carrboro Planning  
 Zach Hallock (Member) Carrboro Planning  
 Bergen Watterson (Member) Town of Chapel Hill  
 Josh Mayo (Member) Town of Chapel Hill  
 Margaret Hauth (Member) Town of Hillsborough  
 Brandon Dawson (Member) Chatham County Planning  
 John Hodges-Copple (Member) TJCOG  
 Jay Heikes (Member) GoTriangle  
 Julie Bogle (Member) NCDOT TPD  
 John Grant (Member) NCDOT Traffic Operations  
 Kurt Stolka (Member) The University of North Carolina  
  
 Bill Judge (Alternate) City of Durham  
 Evian Patterson (Alternate) City of Durham Transportation  
 David Keilson (Alternate) NCDOT Division 5  
 Bryan Kluchar (Alternate) NCDOT Division 8  
 Matt Cecil (Alternate) Chapel Hill Transit/Planning  
 Meg Scully (Alternate) GoTriangle  
  
 Joe Geigle, Federal Highway Administration  
 Tamara Njegovan, NCDOT Division 7  
 Tracy Parrott, NCDOT Division 5  
 Jeron Monroe, NCDOT Division 8  
 John Tallmadge, Bike Durham  
 Olivia Cunningham, Resident  
  
 Aaron Cain, DCHC MPO

41 Anne Phillips, DCHC MPO  
42 Andy Henry, DCHC MPO  
43 Felix Nwoko, DCHC MPO  
44 Dale McKeel, City of Durham/DCHC MPO  
45 Yanping Zhang, DCHC MPO  
46 Kayla Peloquin, DCHC MPO  
47 Mariel Klein, DCHC MPO

48 Quorum count: 24 of 31 voting members

49 Chair Ellen Beckmann called the meeting to order at 9:00 a.m.

50 **PRELIMINARIES:**

51 **1. Roll Call**

52 The roll call was completed using the Zoom participant list.

53 **2. Adjustments to the Agenda**

54 There were no adjustments to the agenda.

55 **3. Public Comments**

56 There were no public comments.

57 **CONSENT AGENDA:**

58 **4. Approval of the November 17, 2021 TC Meeting Minutes**

59 Kayla Peloquin, LPA Staff

60 **5. Transportation Improvement Program Amendment #9**

61 Anne Phillips, LPA Staff

62 Tom Devlin made a motion to approve the consent agenda. Margaret Hauth seconded  
63 the motion. The motion passed unanimously.

64 **ACTION ITEMS:**

65 **6. Resolution Recognizing Felix Nwoko's Career and Leadership of DCHC MPO**

66 LPA Staff

67 Chair Ellen Beckmann read the resolution recognizing Felix Nwoko that outlines his  
68 numerous accomplishments. Many colleagues stated their appreciation for Felix Nwoko and  
69 shared stories of their time working together. Felix Nwoko thanked everyone for their comments  
70 and said he looks forward to keeping in touch.

Margaret Hauth made a motion to recommend the Board adopt the resolution to recognize Felix Nwoko's leadership of DCHC MPO for nearly three decades. John Hodges-Copple seconded the motion. The motion passed unanimously.

**7. 2050 MTP**

**Andy Henry, LPA Staff**

Andy Henry said the requested action is for the TC to recommend the Board release the 2050 MTP full report for public comment. Andy Henry said that last week the Board approved the projects and financial plan for use in the Air Quality Conformity Determination Report (AQ CDR) and for use in developing the full report. Andy Henry said the draft table of contents is attached to the agenda, but the full report is not yet available. Andy Henry said the full report will include a holistic overview of the entire development process of the 2050 MTP, including land-use assumptions, socioeconomic data, the Triangle Regional Model, major milestones such as the deficiency analysis and the alternatives analysis, public engagement efforts, Environmental Justice (EJ), how communities of concern will be affected by the implementation of the MTP, air quality impacts, and federal critical planning factors. Andy Henry said the report will be more streamlined than previous reports although it will still be quite long and it will be completed in time for the January Board meeting.

John Hodges-Copple mentioned the table of contents provided in the attachments is a slightly older version that will be tweaked. John Hodges-Copple said the Federal Highway Administration (FHWA) asked that freight movement be a separate subsection in the report, and that the revenue section precede the cost section. There was a discussion on the lack of time for review of the report prior to the January Board meeting. Julie Bogle referenced a previous email about projects in the MTP, and expressed concerns over mobility and congestion, and said it is difficult to support the changes without seeing an analysis. Andy Henry said analysis will be included in the final report, but the final project list is very similar to that of the vision plan, so the performance measures would likely change very little with the final plan. Vice Chair

Nishith Trivedi confirmed that the vision plan analysis included the removal of some highway projects in Durham and the inclusion of several highway projects in Orange County. Chair Ellen Beckmann asked if a similar schedule will be followed as was used in previous cycles, and Andy Henry said yes, and added that the main performance measures and volume/capacity maps will be presented at the January Board meeting. John Hodges-Copple said the Community Visualization model will be run a final time, but in the past the final model runs have never been fundamentally different than what has been seen before.

Tom Devlin made a motion to recommend that the MPO Board release the completed draft 2050 MTP report for a 21-day public comment period. Scott Whiteman seconded the motion. The motion passed, with Julie Bogle dissenting.

**8. FY2023 Draft Unified Planning Work Program**  
**Mariei Klein, LPA Staff**

Mariei Klein presented the draft FY23 Unified Planning Work Program (UPWP), which is a one year plan that details and guides transportation planning activities. Mariel Klein reviewed the funding from FHWA and the Federal Transit Administration (FTA) that is matched by state and local sources. Mariel Klein shared an organizational chart of the Lead Planning Agency (LPA) staff, and said that is subject to change with the results of the Governance Study. Mariel Klein stated the priorities of the FY23 UPWP and the accomplishments of the FY21 UPWP. Mariel Klein summarized the funding sources from FHWA and FTA and federal funding broken out by agency, along with the local cost sharing. Mariel Klein discussed the difference between new initiatives and special studies, which is the only component of the UPWP that may extend into multiple years. Mariel Klein described the LPA expenses through various task description categories. Mariel Klein shared the FY23 UPWP development schedule and said the next step is to ask the Board to release the draft for public comment.

John Hodges-Copple asked if the sources of local match cost-sharing is from what member agencies pay or if it is supplemental. Mariel Klein said the local match cost-sharing

table is the amount that member agencies contribute to the LPA's local match. There was a discussion on if the Durham Freeway Corridor Study is considered a regional study, which would require the local match to be distributed amongst jurisdictions. Mariel Klein said that it is being recommended that that study be programmed as a regional study, although the Board can decide otherwise. Andy Henry suggested color coding the local match column to delineate which source the local match is coming from. Bill Judge said the City of Durham believes the Durham Freeway Corridor Study is regional, and asked if any other jurisdictions disagree. Meg Scully agreed that this qualifies as a regional study. Chair Ellen Beckmann agreed and said that it is a statewide tier facility, so it should fit into the regional category similarly to the US 15-501 Corridor Study and the US-70 Corridor Study.

Margaret Hauth said the dollar figures will likely change on the Greenway Special Study before the MPO Board meeting. Tom Devlin suggested including an executive summary for the public to better understand what the changes are to this UPWP and comment specifically on those as a way to improve the public involvement process. Mariel Klein agreed and will prepare a summary for the January Board meeting. Chair Ellen Beckmann agreed and suggested tying the initiatives in the UPWP more closely to the MPO's goals. Chair Ellen Beckmann asked if the US 15-501 Corridor Study is being redone, and Aaron Cain said the MPO Board directed the MPO to look at portions of the corridor in more detail. Chair Ellen Beckmann said this is an important opportunity to integrate transit more closely with any highway project, and that should be included in the scope of the study. Aaron Cain said that can be done, although it alludes to a much larger conversation with NCDOT about how they view the separation of modes in their processes. Chair Ellen Beckmann said she understands this reality, but the public and elected officials expect a holistic study of US 15-501. Aaron Cain agreed and added that he doesn't want to provide false narrative that our desires for a multimodal corridor are therefore going to force NCDOT to accommodate and fund it.

Vice Chair Nishith Trivedi asked for confirmation that a US 15-501 study has been completed, but not approved, and it includes transit aspects that went through a public involvement period. Aaron Cain said that is correct, a study went through the public process and was recommended for adoption by the TC, but the Board did not adopt the study and directed staff to address concerns, which has led staff to look into other options to complete the study. John Hodges-Copple suggested that, especially with the Governance Study, we should be more thoughtful about the tools we use, such as the Rapid Policy Assessment Tool (RPAT, now called VisionEval). Yanping Zhang said in general RPAT is used to support the MTP and other studies, but there are new development versions of VisionEval that we need to upgrade to. Yanping Zhang added that we should develop a better interface for the tool so that it can easily be explored, and it may be useful for new Board member orientation as well. Julie Bogle asked if there will be description of the special studies, and suggested the Hillsborough studies be split up. Chair Ellen Beckmann summarized the suggestions given at this meeting to make the presentation clearer for the MPO Board presentation.

Tom Devlin made a motion to recommend the board release the draft FY23 UPWP for public comment. Zach Hallock seconded the motion. The motion passed unanimously.

**9. CTP Amendment #4**  
**Kayla Peloquin, LPA Staff**

Kayla Peloquin provided some background information on the Comprehensive Transportation Plan (CTP) and the two previous amendments. Kayla Peloquin said Amendment #3 was suspended, and the new approach is to put forward a series of smaller amendments. Kayla Peloquin said Amendment #4 incorporates NCDOT's Complete Streets guidelines, removes the Durham-Orange Light Rail Transit (D-O LRT alignment), deletes and modifies several roadways, and designates four Transit Emphasis Corridors (TECs) in Durham. Kayla Peloquin reviewed the proposed schedule for the public comment period, public hearing, and then eventual adoption of Amendment #4 by both the MPO Board and the NC Board of

174 Transportation. Kayla Peloquin said more information is available on the website, in the full  
175 report, and there are several interactive maps online.

176         Andy Henry added that Julie Bogle has provided some changes to the language in the  
177 Complete Streets section of the report, and those will be brought forward in January. Chair Ellen  
178 Beckmann asked what the effects are of referencing and incorporating the Complete Streets  
179 policy, and Andy Henry said he is not sure there is much effect, but wants to ensure the report  
180 that the MPO Board will adopt references the new policy. Julie Bogle clarified the  
181 aforementioned changes are intended to more correctly reflect the Complete Streets policy.  
182 Chair Ellen Beckmann agreed with Andy Henry on the purpose of including the reference to the  
183 Complete Streets policy, but does not want there to be a false sense of security in that by  
184 including this statement, our Complete Streets needs are clearly communicated in the CTP, so  
185 there is still a need for another amendment to the CTP to incorporate all of the individual  
186 projects. Chair Ellen Beckmann suggested that it be made clear to the Board that referencing  
187 the new policy is an important step, but it does not eliminate the need for a subsequent CTP  
188 amendment with individual projects. Julie Bogle suggested including a link to the Complete  
189 Streets policy and implementation guide in the report, and Kayla Peloquin said she will add that.

190         There was a discussion on the Ellis-Glover connector near Watchorn Street. Bill Judge  
191 said he is concerned about the South Roxboro Street Extension and is not sure the City of  
192 Durham feels comfortable removing the extension at this time. Aaron Cain said that the City of  
193 Durham seemed agnostic on the inclusion or removal of the extension during previous  
194 meetings. Aaron Cain said that because there are environmental, structural, and EJ impacts,  
195 the extension is not in the MTP, and there is potential development in the way, MPO staff is  
196 recommending removal of the extension, and the MPO will be glad to work with the City of  
197 Durham on other specific roadway projects that can be addressed in a subsequent amendment.

198         John Hodges-Copple said it should be made more clear for the Board what a CTP  
199 amendment does or does not do, and we should look more closely at the CTP transit map to

ensure it aligns with the existing transit. There was a discussion on the TECs being classified as an operational strategy and how that is depicted in the maps. Chair Ellen Beckmann said that the TEC map is missing a corridor west of downtown Durham, and that is because there is already a similar improvement to the west, and the amendment #4 map only shows the additions. Julie Bogle said for the final documentation there will be CTP maps that show all projects and changes. Chair Ellen Beckmann suggested noting the projects outstanding in amendment #3 that will be brought forward in a later amendment, and Kayla Peloquin agreed.

Tom Devlin made a motion to recommend the MPO Board authorize the release of CTP Amendment #4 for a 42-day public comment period. Julie Bogle seconded the motion. The motion passed unanimously.

**10. Targets for Safety Performance Measures**  
**Andy Henry, LPA Staff**

Andy Henry said the recommendation is to support NCDOT's 2022 safety targets by resolution. Andy Henry said these targets are fairly ambitious and following NCDOT's targets would allow the MPO to use their data. Andy Henry mentioned requests from advocacy groups for the MPO and NCDOT to present at a Board meeting on the safety targets and how to reach them. Zach Hallock asked if there have been conversations about vehicle speeds in connection with the increased number of incidents and, more specifically, in areas that do not have cataloged data of incidents but may have a problem. Andy Henry said there are a few theories about the cause of the increased incidents, but nothing is conclusive.

David Keilson asked if there would be value in looking into how much the transportation planning process influences safety outcomes. Andy Henry responded that if the Board asks for a presentation, that topic will be explored, and the MPO currently allocates funding towards bicycle and pedestrian safety. Aaron Cain added that the Board will likely have questions on how the Complete Streets policy can be implemented to ensure appropriate facilities on roadways to reduce bicycle and pedestrian crashes. David Keilson agreed and added that a fair



amount of safety issues are related to speeding, drunk driving, or distracted driving, and encouraged thinking broadly about transportation planning. Anne Phillips mentioned that safety is hard to correct through legislation as it is really a design issue that we as planners and engineers have a lot of control over. Vice Chair Nishith Trivedi said that the Burlington-Graham MPO (BGMPO) is initiating a safety plan for their MPO that is funded by NCDOT. Aaron Cain said staff has not yet discussed doing something similar, and is currently concerned about staffing availability. Chair Ellen Beckmann said the Infrastructure Investment and Jobs Act (IIJA) may provide more opportunities to fund safety programs. Vice Chair Nishith Trivedi said the safe routes to school program is coming back, so safety does seem to be a priority of IIJA.

Bill Judge said he would like to see the MPO develop a more robust safety program and develop their own targets, although he agrees that the MPO has limited staff resources. Bill Judge said he hopes the MPO Governance Study may bring about changes that could help better position the MPO to create their own safety plan, but because the study has not yet been presented to Board, he will reluctantly support status quo. Aaron Cain pointed out the issue is more the implementation of programs to reach the targets rather than the targets themselves. Aaron Cain said there is no penalty for not reaching the targets, so he would rather focus on getting projects on the ground that would address safety issues. Andy Henry agreed and said the targets are nominal, but an actual plan or program could have an effect. Dale McKeel added that IIJA significantly increases funding for safety programs.

Andy Henry said he could bring the resolution to the Board for approval and let them know there was considerable discussion about doing an additional safety program or plan. Tina Moon mentioned Carrboro has some tactics that can slow vehicle speed, but they can also negatively impact emergency vehicle response times. Tina Moon suggested including first responders in the discussions regarding safety to include all points of view. Aaron Cain said staff can ask the Board for a directive on this, and discussions will commence based on data availability and staffing. Chair Ellen Beckmann acknowledged that it would take a considerable

252 amount of time to develop a recommendation for how the MPO can implement a safety plan or  
 253 program.

254 Julie Bogle made a motion to recommend that the DCHC MPO Board adopt the  
 255 resolution that endorses the state's safety performance measure targets. Tom Devlin seconded  
 256 the motion. The motion passed unanimously.

257 **11. DCHC MPO Technical Committee Officer Nominations**  
 258 **Aaron Cain, LPA Staff**

259 Aaron Cain said both the Chair and Vice Chair are at the end of their first of two allowed  
 260 terms. Aaron Cain asked for any nominations for other officers by January 14, 2022, as Ellen  
 261 Beckmann has already been nominated for Chair and Nishith Trivedi has already been  
 262 nominated for Vice Chair. Aaron Cain reminded the TC of the bylaws requiring that members  
 263 from certain jurisdictions are eligible to be nominated. Aaron Cain said nominations will be  
 264 included in the agenda packet sent out prior to the January 26, 2022 TC meeting.

265 **REPORTS FROM STAFF:**

266 **12. Report from Staff**

267 Aaron Cain mentioned Anne Phillips has sent in her resignation effective January 14,  
 268 2022, and wished her the best. Anne Phillips said she has learned a lot, thanked everyone for  
 269 their patience, and hopes to continue working with colleagues.

270 **13. Report from the Chair**  
 271 **Ellen Beckmann, TC Chair**

272 Chair Ellen Beckmann said a previous meeting with Integrated Mobility Division (IMD)  
 273 staff on Complete Streets was helpful, but there has not yet been time to summarize guidance  
 274 and report back, so hopefully the MPO staff can help bring an update forward to a TC meeting.  
 275 Aaron Cain said Ryan Brumfield, director of IMD, will present on the Complete Streets policy at  
 276 a TC and Board meeting early next year.

277 **14. NCDOT Reports**  
 278 **Brandon Jones (David Keilson), Division 5 – NCDOT**

279 David Keilson said the East End Connector railroad detour bridge demolition will begin  
280 in January.

281 **Wright Archer (Pat Wilson, Stephen Robinson), Division 7 – NCDOT**

282 Tamara Njegovan mentioned two minor updates to the projects in the packet.

283 **Patrick Norman (Bryan Kluchar), Division 8 - NCDOT**

284 Bryan Kluchar had no additional report.

285 **Julie Bogle, Transportation Planning Division – NCDOT**

286 Julie Bogle mentioned the recent email sent to all TC members regarding 2020 Average  
287 Annual Daily Traffic (AADT) data and maps that were released by the traffic survey group,  
288 which are now available on the website for public use. Chair Ellen Beckmann asked if there  
289 were changes to traffic data collection due to the pandemic, and Julie Bogle said yes and that  
290 was outlined in the memo attached to the email.

291 **John Grant, Traffic Operations – NCDOT**

292 John Grant had no additional report.

293 **INFORMATIONAL ITEMS:**

294 **Adjourn**

295 There being no further business, the meeting was adjourned by Chair Ellen Beckmann  
296 at 11:16 a.m.