

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION BOARD**9 August 2017****MINUTES OF MEETING**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on August 9, 2017, at 9:00 a.m. in the City Council Committee Room, located on the second floor of Durham City Hall. The following people were in attendance:

Steve Schewel (MPO Board Chair)	City of Durham
Damon Seils (MPO Board Vice Chair)	Town of Carrboro
Karen Howard (Member)	Chatham County
Don Moffitt (Member)	City of Durham
Ellen Reckhow (Member)	Durham County
Ed Harrison (Member)	GoTriangle
Pam Hemminger (Member)	Town of Chapel Hill
Michael Parker (Alternate)	Town of Chapel Hill
Penny Rich (Alternate)	Orange County
Jenn Weaver (Alternate)	Town of Hillsborough
David Keilson	NCDOT, Division 5
Richard Hancock	NCDOT, Division 5
Patrick Wilson	NCDOT, Division 7
Jen Britt	NCDOT, Division 8
Julie Bogle	NCDOT, TPB
Craig Benedict	Orange County
Bergen Watterson	Town of Chapel Hill
Tina Moon	Town of Carrboro
Kayla Seibel	Town of Chapel Hill
John Hodges-Copple	Triangle J Council of Governments
Patrick McDonough	GoTriangle
Geoff Green	GoTriangle
Danny Rogers	GoTriangle
Terry Bellamy	City of Durham
Bill Judge	City of Durham
Bryan Poole	City of Durham
Ellen Beckmann	City of Durham
Mohammed Islam	City of Durham
Eddie Dancausse	Federal Highway Administration
Felix Nwoko	DCHC MPO
Andy Henry	DCHC MPO
Aaron Cain	DCHC MPO
Dale McKeel	DCHC MPO/City of Durham
Brian Rhodes	DCHC MPO
Anne Phillips	DCHC MPO
James H. Dunlop	NCDOT

Quorum Count: 9 of 10 Voting Members

Chair Steve Schewel called the meeting to order at 9:03 a.m. A roll call was performed. The voting members and alternate voting members of the DCHC MPO Board were identified and are indicated above. Chair Steve Schewel reminded everyone to sign-in using the sign-in sheet that was being circulated.

PRELIMINARIES:

2. Ethics Reminder

Chair Steve Schewel read the Ethics Reminder and asked if there were any known conflicts of interest with respect to matters coming before the MPO Board and requested that if there were any identified during the meeting for them to be announced. There were no known conflicts identified by MPO Board members.

3. Adjustments to the Agenda

There were no adjustments to the agenda.

4. Public Comments

Chair Steve Schewel asked if there were any members of the public signed up to speak. There were no members of the public signed up to speak during the meeting.

5. Directives to Staff

The Directives to Staff were included in the agenda packet for review.

CONSENT AGENDA:

6. Approval of June 14, 2017 Meeting Minutes

7. Authorize Durham City Manager on behalf of DCHC MPO to enter into agreement with North Carolina Department of Transportation (NCDOT) for the Metropolitan Planning Program Grant (Section 5303) for FY18

Meg Scully, LPA Staff

8. FFY17 Section 5307/5340 FULL Apportionment Split Letter

Meg Scully, LPA Staff

Pam Hemminger made a motion to approve the items on the Consent Agenda. Karen Howard seconded the motion. The motion passed unanimously.

ACTION ITEMS:

9. Superstreets in North Carolina

James H. Dunlop, P.E., North Carolina Department of Transportation

James Dunlop provided other names and a definition of superstreets. He also described some of the benefits of superstreets, such as the ability to reduce crashes and delays. James Dunlop explained why superstreets are effective at reducing crashes and described the results of a superstreet crash reduction study. James Dunlop and Chair Steve Schewel discussed why Ohio was an outlier in the crash reduction study. Don Moffitt and James Dunlop discussed why the severity of crashes may increase with the implementation of superstreets. James Dunlop defined the four types of crashes (A, B, C, and fatal) in response to Michael Parker's request for a definition of Class B crashes. James Dunlop stated that crashes may involve two vehicles, a vehicle running off the road, or a vehicle and a pedestrian in response to an inquiry from Penny Rich. James Dunlop explained how superstreets recapture the capacity that is lost by installing traffic signals on a corridor using US 15-501 at Mt. Moriah Road and the US 15-501 Erwin/Europa intersection as examples. There was discussion of some of the unintended consequences of superstreets, and whether school buses, which generally do not turn right on red, were factored into decisions about superstreets. Michael Parker and James Dunlop discussed whether superstreets are appropriate for intersections with four approximately equal flows of traffic.

James Dunlop discussed the improved travel and wait times that were a result of converting the Erwin/Europa intersection into a superstreet. James Dunlop explained the role that the signal cycle plays in increasing wait times for people going across, not through, the Erwin/Europa intersection in response to a question from Pam Hemminger. There was discussion of whether the US 15-501 study has received funding.

99 Michael Parker and James Dunlop discussed whether it makes sense to implement a superstreet
100 at one intersection versus a series of intersections. There was continued discussion of whether the
101 superstreet at the Erwin/Europa intersection has improved conditions there. There was discussion of a
102 potential project on Sage Road. There was discussion of the portion of US 15-501 that will be studied
103 and whether the corridor study will consider development associated with the Durham-Orange Light Rail
104 Transit (D-O LRT). Don Moffitt commented on the air quality benefit that superstreets provide by
105 allowing cars to spend less wait time on the road.

106 James Dunlop discussed other examples of superstreets, the effect that superstreets have on
107 nearby businesses, and how superstreets can accommodate pedestrians by implementing staged
108 crossings. There was continued discussion of conditions necessary for staged crossings, and pedestrian
109 behavior at Mt. Moriah and US 15-501. James Dunlop discussed the development of the pedestrian
110 crossing at the Erwin/Europa intersection. Penny Rich and James Dunlop discussed pedestrian signage at
111 the Erwin/Europa intersection. James Dunlop shared an example of a mid-block crossing in Michigan,
112 and possible treatments to accommodate bicyclists on superstreets. There was discussion of the current
113 bicycle and pedestrian conditions at the Erwin/Europa intersection. James Dunlop explained how signal
114 timing can be used to control vehicular speed on superstreets. James Dunlop discussed other options
115 available for superstreets and reiterated the benefits associated with superstreets. James Dunlop
116 confirmed that superstreets would work well with driverless cars in response to an inquiry from Pam
117 Hemminger. James Dunlop and Mohammed Islam discussed the relationship between traffic signals and
118 U-Turns on superstreets.

119 Ellen Beckmann stated that a reverse superstreet has been proposed for Roxboro Road and
120 Latta/Infinity Road and that there would be a public meeting to discuss the proposal in the fall. James
121 Dunlop defined a reverse superstreet. Ellen Beckmann stated that there may be a MPO Board
122 presentation about the reverse superstreet on Roxboro Road and Latta/Infinity Road.

123 This item was informational and no further action was required by the MPO Board.

124 **10. Durham-Orange Light Rail Transit Entrance into Engineering Phase**

125 Danny Rogers, GoTriangle

126 Danny Rogers stated that on July 28, 2017, the Federal Transit Administration (FTA) approved
127 GoTriangle's request to enter the New Starts Engineering phase of the FTA's Capital Investment Grants
128 (CIG) program for the D-O LRT project.

129 Chair Steve Schewel stated that members of the public wishing to speak would be able to do so
130 after Danny Rogers' presentation.

131 Danny Rogers explained the implications of the FTA's decision, and stated that the project is
132 now moving from 30% to 100% design. He shared the next steps for the project and the local
133 commitment of funding needed for the project to progress. Danny Rogers stated that the required
134 percentage of the local commitment is currently available and would only require adjusting the language
135 of the financial plan. Danny Rogers stated that the D-O LRT project would be submitted through the
136 Strategic Prioritization Office of Transportation (SPOT) process in order to come up with the state
137 funding for the project. He added that the Staff Working Groups (SWGs) would be delivering quarterly
138 progress reports on the D-O LRT project and the County Transit Plans. Danny Rogers discussed the
139 procedure for making adjustments to the project moving forward to ensure the appropriate level of
140 oversight. Danny Rogers discussed possible changes to the project, primarily the Gateway Station
141 location adjustment, shifting the location of the Patterson Place Station location, the University Drive
142 alignment, and the possible addition of a Blackwell Street/Mangum Street station to serve the Durham
143 Performing Arts Center (DPAC) and the Durham Bulls' stadium. He added that these adjustments would
144 be taken to the public for their feedback. Chair Steve Schewel and Danny Rogers discussed the potential
145 cost of adding a new station. Chair Steve Schewel asked whether any members of the public wished to
146 speak. No members of the public wished to speak.

Pam Hemminger commented on the usefulness of Susan Shruth's recent presentation on the progress of the D-O LRT. Danny Rogers and Ellen Reckhow discussed the rating of the D-O LRT in relation to other New Starts projects, and the reason that the D-O LRT was rated medium-low on the revenue piece of the plan. Danny Rogers discussed steps that were taken to ensure the accuracy of the revenue projections. Chair Steve Schewel passed around an excerpt from an FTA publication that showed other New Starts projects and where they are in terms of development. Chair Steve Schewel added that based on Susan Shruth's presentation, the D-O LRT project was not necessarily competing for funding with other projects. It would receive funding as long as GoTriangle is able to comply with the FTA's requirements. Chair Steve Schewel commented that GoTriangle is on track to comply with the FTA's requirements.

Chair Steve Schewel and Danny Rogers discussed the implications of there being no funding for new projects in the president's proposed budget. Danny Rogers differentiated state and local funding, and clarified that non-New Starts funding from federal sources would be counted as local funding.

Pam Hemminger commented on the fact that the D-O LRT is one of the few brand new projects to receive funding, and that it gives the project more notoriety in the engineering phase. Danny Rogers commented that it was much more difficult to get the first phase of the project funded than the second in Charlotte's case.

Chair Steve Schewel asked if there were any public comments. There were no public comments.

This item was informational and no further action was required by the MPO Board.

11. New Position for Transit Planning Services for DCHC MPO

Aaron Cain, LPA Staff

The Durham and Orange County Transit Plans, adopted in April 2017, include an expectation that each county would create a SWG to develop Annual Transit Work Plans and review quarterly progress reports on the D-O LRT and other transit projects and services. The plans envision and fund an administrator to provide services to support the SWGs. Subsequent

discussions between the DCHC MPO, GoTriangle, and Triangle J Council of Governments (TJCOG) have determined that the position should be housed within DCHC MPO to serve these functions. In addition to serving the SWGs, the position would also perform transit planning and other duties for the DCHC MPO.

Ellen Reckhow and Aaron Cain discussed whether the current description of the position is consistent with the way it was described in the County Transit Plans. Chair Steve Schewel and Aaron Cain discussed the budget for the position and whether one person would be able to perform all of the tasks in the current description of the position. Aaron Cain stated that the DCHC MPO currently has nine and a half positions.

Pam Hemminger made a motion to approve the new position of transit planner for the DCHC MPO. Ellen Reckhow seconded the motion. The motion passed unanimously.

Penny Rich thanked Aaron Cain for holding an information session for new DCHC MPO Board members.

12. Resolution in Support of Vision Zero Durham

Terry Bellamy, City of Durham Director of Transportation

Terry Bellamy shared the overarching vision, core principals, and a brief history of the Vision Zero program. He also shared crash data for Durham County and discussed the strategies of the Vision Zero Durham program. Terry Bellamy stated that the City of Durham is currently developing complete street strategies and introducing traffic calming measures. Terry Bellamy shared the upcoming schedule of Vision Zero Durham events and led MPO Board meeting attendees in taking the Vision Zero Durham pledge.

Penny Rich and Craig Benedict discussed Leah Shahum's (founder and director of the Vision Zero Network) visit to Chapel Hill and whether Orange County would be adopting a Vision Zero program. Penny Rich received clarification that the resolution would only apply to Durham. Terry Bellamy and Ed Harrison discussed the point persons for the Vision Zero Durham program and the educational strategies

that would be employed by Vision Zero Durham. Bergen Watterson clarified that Leah Shahum would be visiting the University of North Carolina at Chapel Hill for her work on a board there, and would not be visiting with staff in Chapel Hill.

Ellen Reckhow made a motion to adopt the Resolution in support of Vision Zero Durham. Don Moffitt seconded the motion. The motion passed unanimously.

Chair Steve Schewel commended Terry Bellamy for his work on Vision Zero Durham and the recent Congestion Mitigation/Air Quality Improvement (CMAQ) projects.

13. 2045 Metropolitan Transportation Plan (MTP) -- Alternatives Analysis

Andy Henry, LPA Staff

Andy Henry discussed the next steps in the MTP development process and drew attention to the features of the Alternatives Analysis webpage on the DCHC MPO website. Andy Henry reviewed the maps that are available on the webpage and the schedule for developing, releasing, and adopting the MTP. He also called attention to deadlines that the MPO needs to meet in order to avoid triggering new plan requirements or a plan lapse. Andy Henry differentiated the four Alternative Analysis scenarios from each other, and discussed the methodology that was used to create the scenarios.

Andy Henry and Chair Steve Schewel discussed the meaning of the term “Locally Preferred Alternative.”

Andy Henry described the Alternative scenarios. Andy Henry and Ellen Reckhow discussed the socioeconomic data that was used for two of the Alternative scenarios. Ellen Reckhow and Andy Henry discussed the possibility of creating scenarios with certain mode splits in mind and using other communities that the DCHC MPO wishes to emulate as benchmarks. Andy Henry and Ellen Reckhow discussed the relationship between transit investment and mode choice in the Alternative scenarios. Michael Parker, Ellen Reckhow, and Andy Henry discussed the possibility of creating goal driven scenarios. Andy Henry stated that performance measures for goals and targets would be released with the preferred option or draft plan. There was continued discussion of whether and how the draft plan

would account for the DCHC MPO's goals and targets. Andy Henry stated that the DCHC MPO is coordinating development of goals, objectives, and targets, with the Capital Area Metropolitan Planning Organization (CAMPO).

Andy Henry and Michael Parker discussed whether self-driving cars are being factored into the development of the 2045 MTP. Felix Nwoko commented on the MPO's effort to gather data about connected vehicles.

Andy Henry discussed the performance measures, such as vehicle miles traveled (VMT) and vehicle hours traveled (VHT) that will be used to evaluate the scenarios.

Vice Chair Damon Seils commented that it was important to consider the level at which mode share numbers/targets are considered, as differences in mode share may not be evident if people do not have access to transit investments.

Andy Henry and Michael Parker discussed the factors, such as investments, that account for differences in the Alternative scenarios. They also discussed how land-use decisions affect the scenarios. Andy Henry continued to review the performance measures, such as travel isochrones, that would be used to evaluate the different scenarios. There was discussion of whether the D-O LRT and the Durham-Wake Commuter Rail had been factored into the Alternative scenarios. Andy Henry drew attention to a table comparing 2013 travel times with the moderate MTP. There was discussion of the increased travel times in the moderate MTP and how travel times may affect mode choice.

Andy Henry also reviewed the congestion maps, and discussed the comparison of Traffic Analysis Zones (TAZs) near the proposed light rail to the overall region. Andy Henry shared his methods for determining delays and the cost associated with those delays. He also explained the color coding on the congestion maps and his method for normalizing the data. Andy Henry discussed the next steps in the MTP process.

Pam Hemminger made a motion to release the 2045 MTP for a 42-day public comment period.

Ellen Reckhow seconded the motion. The motion passed unanimously.

14. FY2018-27 TIP Update

Aaron Cain, LPA Staff

Aaron Cain combined his discussion of the Transportation Improvement Plan (TIP) update and the SPOT 5.0 update. Agenda item 15 is a combination of agenda items 14 and 15.

15. SPOT 5.0 Update

Aaron Cain, LPA Staff

Aaron Cain stated that the DCHC MPO recently received its CMAQ award letter, and all of the requested projects were funded at the full amount. Aaron Cain added that a revised draft State Transportation Improvement Program (STIP) came out at the end of June 2017. He reviewed the list of major projects in the DCHC MPO area that received funding in the most recent draft STIP.

Penny Rich asked for and received clarification about the location of the list of funded projects in the draft STIP. Ed Harrison and Aaron Cain discussed the location of the Hillsborough Park and Ride that was funded in the draft STIP. There was discussion of whether all stages of the Duke Belt Line have received funding in the draft STIP. Aaron Cain and Jenn Weaver discussed whether the I-85 widening included the Old NC 86 bridge.

Aaron Cain reviewed reasons for removing the section from US 15-501 to the Durham Freeway of the I-40 managed lane project from SPOT 5.0 consideration. Aaron Cain explained that the project has triggered the corridor cap and therefore prevents the implementation of projects that are a higher priority for the DCHC MPO. In response to a question from Penny Rich, Aaron Cain reviewed the potential timeline for implementing the I-40 managed lane project and how it would affect other proposed projects like the I-40/NC 54 interchange improvements.

Ellen Rechhow commented on the past desire to see managed lanes on I-40 and how those managed lanes might encourage better behaviors such as carpooling, van pooling, and bus travel. Aaron

Cain shared a few arguments for submitting the project for SPOT consideration, primarily related to waiting for the results of the regional toll study. Aaron Cain stated that the STIP office is willing to work with the DCHC MPO on the programming of the managed lane project so that it does not become a committed project in SPOT 5.0, which would give the DCHC MPO another two years to re-evaluate the project. There was discussion of whether the toll study is considering exemptions for other uses of High Occupancy Vehicles (HOV) lanes, such as buses.

Chair Steve Schewel and Aaron Cain discussed CAMPO's desires about both segments of the project. Vice Chair Damon Seils and Aaron Cain discussed why the project is scoring well in the SPOT process although it is not the highest priority for the DCHC MPO. Aaron Cain, Vice Chair Damon Seils, and Richard Hancock discussed whether there was a guarantee that the managed lane project would not become a committed project.

Chair Steve Schewel stated that the DCHC MPO is working with CAMPO on other projects, such as the Wake Bus Rapid Transit (BRT), and emphasized the importance of taking CAMPO's desire on the managed lane projects into consideration. There was continued discussion of whether there was a way to be sure that the STIP office would guarantee that the managed lane project would not become a committed project. There was additional discussion of whether the toll study is taking HOV exemptions into consideration. Chair Steve Schewel and Aaron Cain discussed the corridor cap implications of the managed lane project being classified as committed versus developmental. Richard Hancock pointed out that the project will automatically be reprioritized in two years if it is left as a developmental project. Richard Hancock added that toll revenue would not count towards the corridor cap in response to comments from Ellen Reckhow.

Chair Steve Schewel reviewed reasons for leaving the Durham portion of the managed lane project in for SPOT 5.0 consideration, and asked Aaron Cain to continue his discussions with CAMPO on the matter. There was discussion of whether one or both sections of the project would be left in for

SPOT 5.0 consideration. Aaron Cain and Vice Chair Damon Seils discussed the implications of leaving the managed lane project in for SPOT consideration. Ellen Beckmann shared reasons behind the Technical Committee's recommendation to withdraw the project from SPOT consideration. Aaron Cain confirmed that the two parts of the managed lane project are severable in response to a question from Michael Parker. Ellen Beckmann clarified that both portions of the project would be studied regardless of whether or not the portion under discussion was removed from SPOT 5.0 consideration. Aaron Cain and Richard Hancock discussed whether the National Environmental Policy Act (NEPA) study would include both parts of the project, and Richard Hancock stated that it should. Aaron Cain pointed out that the regional toll study is a separate project not tied to the programming of the managed lanes themselves. There was continued discussion of whether the managed lane project should be withdrawn from SPOT consideration and then resubmitted for consideration in SPOT 6.0.

Chair Steve Schewel conducted a straw poll to see if there was support for pulling the project. The straw poll indicated that there was support for withdrawing the project from SPOT consideration. Pam Hemminger stated that it should be noted that the project was being pulled because the DCHC MPO has higher priorities, not because the DCHC MPO does not like the project.

Aaron Cain reviewed the conditions that are necessary for modifying projects, primarily the project not being in the committed stage and concurrence from the Divisions, and reviewed the list of projects that will be modified. Aaron Cain reviewed the updated schedule for releasing the draft TIP. Chair Steve Schewel thanked Aaron Cain for including the deletion of the Blackwell/Mangum grade separation. Aaron Cain reviewed the number of projects that can be submitted for the FY20-29 TIP, noting that the MPO would receive an extra highway project submittal in SPOT 5.0 for deleting an existing highway project.

Aaron Cain discussed Secretary James Trogon's request that all Divisions and planning organizations collaborate on deciding on alternate criteria for SPOT consideration. Pam Hemminger

asked whether there was a decision to change the freight weighting. Aaron Cain stated that all parties in a region or division would have to agree to alternate criteria, and highlighted the lack of freight data for state routes. Aaron Cain stated that there was no agreement about increasing the safety score for regional projects in Region C. Aaron Cain defined accessibility and connectivity in response to a question from Ellen Reckhow.

Aaron Cain stated that the MPO Board Chair needed to sign a letter in order to approve the alternate SPOT criteria. Pam Hemminger made a motion to allow the MPO Board Chair to sign the letter approving the alternate criteria weighting options. Karen Howard seconded the motion. The motion passed unanimously.

Aaron Cain confirmed that the most of the DCHC MPO's modifications were rejected for SPOT 5.0 projects. He discussed reasons for the rejection of the modifications and the next steps in light of the rejected modifications.

REPORTS:

8. Report from the DCHC MPO Board Chair

Steve Schewel, DCHC MPO Board Chair

There was no report from the DCHC MPO Board Chair.

9. Report from the DCHC MPO Technical Committee Chair

Ellen Beckmann, DCHC MPO TC Chair

There was no report from the TC Chair.

10. Reports from LPA Staff

Felix Nwoko, LPA Staff

There was no report from the LPA Staff.

11. NCDOT Reports:

Richard Hancock, NCDOT Division 5, provided an update on the Old Chapel Hill Road bicycle and pedestrian project. Ed Harrison and Richard Hancock discussed the proposed closure of Pope Road

for 21 days for the project. Richard Hancock shared the detour route that would be used for the Pope Road closure.

Pat Wilson, NCDOT Division 7, provided updates on the Mt. Carmel /Bennet Road roundabout and the Greensboro/Estes roundabout. He added that there was a Doodle Poll going around for a meeting about intersection improvements at the Franklin/Merritt Mill intersection. Tina Moon confirmed that Vice Chair Damon Seils would be added to the poll for the Franklin/Merritt Mil meeting. Pat Wilson confirmed that Division 7 would submit at least two bicycle and pedestrian projects for SPOT 5.0 for Chapel Hill.

Jennifer Britt, NCDOT Division 8, and Pam Hemminger discussed whether a project is currently being considered at Jack Bennet Road. Aaron Cain stated that the staff has considered submitting a modernization of Jack Bennett Road for SPOT prioritization. Chair Steve Schewel asked staff to follow up with Orange County representatives on the issue of Jack Bennett Road.

Julie Bogle, NCDOT Transportation Planning Branch, stated that the NCDOT Board of Transportation adopted the DCHC MPO Comprehensive Transportation Plan (CTP) on August 3, 2017. Julie Bogle also provided updates on ongoing efforts to improve the CTP process, the freight plan, and a strategic transportation plan. She added that a Request for Proposals (RFP) was just released for a state funding plan for all modes and that work will begin on that plan in 2018.

There was no report from NCDOT Traffic Operations.

INFORMATIONAL ITEMS:

12. Recent News, Articles, and Updates

There were no informational items.

ADJOURNMENT:

There being no further business before the DCHC MPO Board, the meeting was adjourned at

12:10 p.m.