

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

2 **10 May 2017**

3
4 **MINUTES OF MEETING**

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6 The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board met on May 10,
7 2017, at 9:00 a.m. in the City Council Committee Room, located on the second floor of
8 Durham City Hall. The following people were in attendance:

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10	Steve Schewel (MPO Board Chair)	City of Durham
11	Ellen Reckhow (Member)	Durham County
12	Ed Harrison (Member)	GoTriangle
13	Barry Jacobs (Member)	Orange County
14	Brian Lowen (Member)	Town of Hillsborough
15	Pam Hemminger (Member)	Town of Chapel Hill
16	Lydia Lavelle (Alternate)	Town of Carrboro
17	Michael Parker (Alternate)	Town of Chapel Hill
18	Penny Rich (Alternate)	Orange County
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20	Richard Hancock	NCDOT, Division 5
21	Patrick Wilson	NCDOT, Division 7
22	Jen Britt	NCDOT, Division 8
23	Julie Bogle	NCDOT, TPB
24	Theo Letman	Orange County
25	Bergen Watterson	Town of Chapel Hill
26	Tina Moon	Town of Carrboro
27	Kayla Seibel	Town of Chapel Hill
28	John Hodges-Copple	Triangle J Council of Governments
29	Mathew Clark	GoTriangle
30	Geoff Green	GoTriangle
31	Terry Bellamy	City of Durham Transportation
32	Ellen Beckmann	City of Durham Transportation
33	Bill Judge	City of Durham Transportation
34	Scott Whiteman	Durham County
35	Eddie Dancausse	Federal Highway Administration
36	Felix Nwoko	DCHC MPO
37	Meg Scully	DCHC MPO
38	Aaron Cain	DCHC MPO
39	Dale McKeel	DCHC MPO/City of Durham
40	Brian Rhodes	DCHC MPO

41
42 Quorum Count: 7 of 10 Voting Members

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44 Chair Steve Schewel called the meeting to order at 9:04 a.m. A roll call was performed. The

45 Voting Members and Alternate Voting Members of the DCHC MPO Board were identified and are

46 indicated above. Chair Steve Schewel reminded everyone to sign-in using the sign-in sheet that was
47 being circulated.

48 **PRELIMINARIES:**

49 **2. Ethics Reminder**

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

54 **3. Adjustments to the Agenda**

55 Chair Steve Schewel asked if there were any adjustments to the agenda.

56 Pam Hemminger made a motion to grant excused absences to Vice Chair Damon Seils and Don
57 Moffitt. Lydia Lavelle seconded the motion. The motion passed unanimously.

58 John Hodges-Copple announced that Triangle J Council of Governments (TJCOG) and
59 GoTriangle were co-sponsoring a breakfast meeting at Research Triangle Park headquarters on May 25,
60 2017, about transit ready development. John Hodges-Copple stated that the consultant team working
61 on station-area planning would be at the meeting along with members of the development community.
62 He stated that DCHC MPO Members would receive an email invite to the free meeting and breakfast
63 which would begin at 8 a.m. and end at 9:45 a.m.

64 **4. Public Comments**

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

67 **5. Directives to Staff**

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

69 Felix Nwoko presented tagline options for the DCHC MPO to the MPO Board.

70 Chair Steve Schewel discussed the reasons for adding a tagline to the DCHC MPO logo. Felix
 71 Nwoko and Chair Steve Schewel discussed whether the current “Planning Tomorrow Today” tagline
 72 would be replaced with the proposed “Regional Transportation Agency for the Western Triangle,” or
 73 whether both taglines could be used.

74 Felix Nwoko stated that changing the tagline would affect the DCHC MPO’s website and social
 75 media presence.

76 Pam Hemminger, Ed Harrison, and Ellen Reckhow stated that the word “transportation” should
 77 be added to the logo in order to clarify that the MPO is involved in transportation, not land-use,
 78 planning.

79 Michael Parker suggested that “Planning Tomorrow’s Transportation Today” be used as the
 80 tagline. Pam Hemminger stated that a reference to the Western Triangle may be unnecessary. Ellen
 81 Reckhow suggested “Planning Tomorrow’s Transportation.”

82 Felix Nwoko stated that the LPA Staff was working under the constraints of the website and that
 83 changes would be made if possible. Chair Steve Schewel clarified that MPO Board Members were
 84 suggesting “Planning Tomorrow’s Transportation” as the new tagline.

85 There was discussion of whether the colors of the DCHC MPO’s logo would also be changed.

86 **CONSENT AGENDA:**

87 **6. Approval of April 12, 2017, Meeting Minutes**

88 There was no discussion of the minutes. Ellen Reckhow made a motion to approve the April 12,
 89 2017, MPO Board Meeting Minutes. Pam Hemminger seconded the motion. The motion passed
 90 unanimously.

91 **ACTION ITEMS:**

92 **7. Comprehensive Transportation Plan (CTP) -- Final**

93 Julie Bogle, NCDOT

94 At the April MPO Board meeting, staff provided a detailed list of the comments received from
95 the public, local staff, and boards and commissions, and described how comments were addressed in
96 the final CTP. Staff has incorporated those changes into the final CTP and created the detailed CTP
97 report.

98 Julie Bogle described the three-year process of assembling the CTP, uses of the CTP, and the
99 relationship between the CTP and the Metropolitan Transportation Plan (MTP). Julie Bogle described the
100 last minute changes that were made to the CTP, primarily pertaining to the conversion of two
101 downtown Durham one-way pairs, Duke Street/Gregson Street/Vickers Avenue and North Roxboro
102 Street/Mangum Street (US 15/501 Business), into two-way streets.

103 Barry Jacobs asked why every change pertained to Durham, and Julie Bogle and Felix Nwoko
104 clarified that Orange County staff was given many opportunities to provide input into the CTP. Orange
105 County staff concurred with that statement.

106 Ed Harrison inquired whether a link to Chapel Hill's updated bicycle plan would be included in
107 the CTP report Appendix, and Felix Nwoko stated that a link would be included once the Chapel Hill plan
108 is complete.

109 Chair Steve Schewel drew attention to the Executive Summary of the CTP report, and stated that
110 he was pleased with the recommended changes for Durham.

111 Julie Bogle discussed last minute changes recommended by NCDOT Transportation Planning
112 Branch (TPB) staff, primarily the addition of the Patriot Drive extension and a note that the one-way
113 pairs in the Durham Downtown Loop are "existing" instead of "needs improvement." Ellen Reckhow
114 clarified that the MPO Board's motion would need to be amended to include the Patriot Road extension.

115 Barry Jacobs inquired whether changes could be made to the CTP once it is adopted by the
116 MPO Board. Julie Bogle stated that minor technical corrections could be made to the CTP, and there was
117 discussion of whether the most recent changes to the CTP were minor technical corrections. Felix

118 Nwoko clarified that unlike the old thoroughfare plans, the CTP could be updated more frequently. Barry
119 Jacobs and Felix Nwoko discussed whether there was a prescribed timeline for updating the CTP. In
120 response to an inquiry from Lydia Lavelle, Felix Nwoko stated that the upcoming fiscally-constrained
121 MTP would be updated every four years to meet federal requirements.

122 Barry Jacobs stated that the MPO staff is perhaps more attuned to the needs of Durham, and
123 there should be more consideration of aspirational goals for Chapel Hill, Carrboro, Hillsborough, and
124 Orange County.

125 Felix Nwoko and Ellen Reckhow discussed how infrequently the old thoroughfare plans were
126 updated, and potential timeframes for updating the CTP.

127 Ellen Reckhow thanked the various staffs for their work on the CTP.

128 Ellen Reckhow made a motion adopt the proposed final CTP as amended to include the Patriot
129 Drive extension and sign the CTP resolution. Pam Hemminger seconded the motion. The motion passed
130 unanimously.

131 **8. Proposed Modifications and Deletions for SPOT 5.0**

132 Aaron Cain, LPA Staff

133 The MPO is required to submit any revisions, modifications, or deletions to existing projects for
134 consideration in Strategic Prioritization Office of Transportation (SPOT) 5.0 by June 16, 2017. LPA Staff
135 has compiled a list of Carryover projects, or projects that were submitted during SPOT 4.0 that did not
136 receive funding in the first five years of the ten year program.

137 Richard Hancock defined SPOT for new members of the MPO Board. Aaron Cain described the
138 Strategic Transportation Initiative (STI) legislation and the SPOT methodology. Aaron Cain also defined
139 the various types of projects that are considered in the SPOT process, such as sibling and Carryover
140 projects.

141 Aaron Cain described the projects that the MPO Board would be asked to endorse by the June
142 16, 2017, deadline, namely a sibling project on NC 54 in Carrboro and four developmental Carryover
143 projects. Aaron Cain also discussed two unfunded projects that will be submitted as new projects.

144 Lydia Lavelle and Aaron Cain discussed how superstreets/synchronized streets function.

145 Aaron Cain discussed how the STI corridor cap would affect the proposed managed lane project
146 on I-40 and the NC 54 project. Aaron Cain stated that the LPA Staff is in conversation with NCDOT about
147 rearranging the I-40 and NC 54 projects, so that NC 54 would be able to handle the increased traffic that
148 would result from the I-40 managed lane project. Aaron Cain defined managed lanes for new MPO
149 Board Members.

150 There was discussion of how to preserve the residential feel of NC 54. Ellen Beckmann stated
151 that once the project is scored in the SPOT process, measures such as a National Environmental Policy
152 Act (NEPA) study, design, and community outreach might help to address some of the concerns raised
153 by MPO Board Members. Ellen Reckhow added that defining NC 54 as a boulevard may help to preserve
154 its residential feel and maintain property values.

155 Barry Jacobs discussed how the managed lane project as it is currently envisioned would create
156 a bottleneck on I-85. Barry Jacobs described adjustments that could be made to the I-40 managed lanes
157 project to avoid a potential bottleneck if the project is submitted for another round of SPOT funding.
158 There was discussion of the portions of the I-40 managed lane project that will be rescored.

159 Aaron Cain described modifications to another Carryover project, the conversion of US 70 from
160 Miami Boulevard to Page Road to an expressway. Ed Harrison inquired whether this was also a Capital
161 Area Metropolitan Planning Organization (CAMPO) project, and Aaron Cain stated that the relevant
162 portion of the project was in the DCHC MPO boundary. Aaron Cain described the remaining Carryover
163 projects and the unfunded projects that will be resubmitted for scoring in SPOT 5.0. There was
164 discussion of whether US 15-501 from Duke Street to Goodwin Road should be converted from four to

165 six lanes. Chair Steve Schewel asked for and received clarification about the location of Goodwin Road.
166 Ellen Beckmann stated that while the current MTP has this project as a widening to six lanes, the project
167 will be submitted to SPOT in a way that leaves other options open, such as intersection improvements,
168 that address traffic with fewer impacts.

169 There was discussion of whether Smith Level Road was an example of the
170 superstreet/synchronized street concept. Ed Harrison provided an engineering definition of superstreets
171 for the MPO Board. Chair Steve Schewel and Richard Hancock discussed the possibility of arranging a
172 superstreet presentation for the MPO Board. Richard Hancock provided a brief description of and
173 reasons for superstreets.

174 Aaron Cain and Ed Harrison discussed the planned US 15-501 corridor study from I-40 to US 15-
175 501 Business. Aaron Cain stated that the outcome of the study will help determine whether the project
176 will be submitted as an expressway project.

177 In response to an inquiry from Chair Steve Schewel, Aaron Cain clarified that the Durham-
178 Orange Light Rail Transit (D-O LRT) project is not a Carryover project.

179 Aaron Cain distinguished between projects that would be automatically resubmitted and new
180 projects that the MPO will have to actively submit. Aaron Cain stated that the MPO Board would receive
181 a list of new projects at its June meeting, and that it would be asked to endorse those projects in August.
182 Aaron Cain clarified that there are separate timelines for the modification of Carryover projects and the
183 submission of new projects. There was discussion of the deadline for submitting the D-O LRT and Chapel
184 Hill Bus Rapid Transit (BRT) projects.

185 Barry Jacobs and Aaron Cain discussed the criteria for Carryover projects, and whether the
186 Orange Grove extension to US 70 in Hillsborough could be considered a sibling project.

187 Pam Hemminger expressed concerns about the ending point of the U-5304D project, and
 188 suggested that ending the project at Willow Drive may make the most sense. Pam Hemminger and
 189 Aaron Cain agreed to consult further with Chapel Hill staff on this issue.

190 Ed Harrison pointed out that three of four projects that are described as superstreets are in fact
 191 capacity improvement projects.

192 Aaron Cain promised to consult with Chapel Hill technical staff before bringing several Chapel
 193 Hill projects back to the MPO Board in June.

194 In response to an inquiry from Ed Harrison, Aaron Cain stated that the LPA Staff has been in
 195 conversation with NCDOT about some of the projects that are moving forward that could have potential
 196 conflicts with the D-O LRT project.

197 Chair Steve Schewel encouraged MPO Board Members to consult with local staff about
 198 modifying Carryover projects.

199 Pam Hemminger made a motion to approve the proposed modifications and deletions for SPOT
 200 5.0 presented to the MPO Board on May 10, 2017, subject to further modification as a result of
 201 discussions with NCDOT. Barry Jacobs seconded the motion. The motion passed unanimously.

202 **REPORTS:**

203 **9. Report from the DCHC MPO Board Chair**

204 Steve Schewel, DCHC MPO Board Chair

205 There was no report from the DCHC MPO Board Chair.

206 **10. Report from the DCHC MPO Technical Committee Chair**

207 Ellen Beckmann, DCHC MPO TC Chair

208 There was no report from the DCHC MPO TC Chair.

209 **11. Reports from LPA Staff**

210 Felix Nwoko, LPA Staff

211 Pam Hemminger confirmed that there was no MPO Board meeting in July, and asked that a
 212 reminder be sent out with the announcement of the June MPO Board meeting.

213 **12. NCDOT Reports:**

214 Richard Hancock, NCDOT Division 5, stated that bids for the bicycle and pedestrian
215 improvements on Old Chapel Hill Road would be opened the following week. Richard Hancock stated
216 that a utility agreement has been signed for the project. Ed Harrison thanked Mike Kneis and Division 5
217 for working with a land owner in the area who was in a difficult situation.

218 Richard Hancock stated that there would be upcoming lane closures for the East End Connector
219 project. Richard Hancock stated that work on the Barbee Road/Herndon Road roundabout was about
220 to begin, but that the work was currently confined to utility work which would not affect traffic.
221 Richard Hancock stated that most of the work on the Barbee Road/Herndon Road roundabout that
222 would affect traffic would occur when school is out for the summer.

223 Pat Wilson, NCDOT Division 7, stated that Division Engineer Mike Mills has secured funding for
224 the installation of a fence over the Orange Grove Road bridge over I-40. Pat Wilson stated that the
225 work for the fence would have to be let for construction. Pat Wilson discussed two projects, Bennett
226 and Mt. Carmel Church Road in Chapel Hill and Greensboro Street and Estes Drive in Carrboro, that are
227 about to enter into the right of way phase.

228 Pat Wilson stated that the Franklin Street/Merritt Mill Road project would need to be taken to
229 the public or taken down and resubmitted as a bicycle/pedestrian project. Pat Wilson stated that
230 Division 7 would be glad to submit the project on behalf of the MPO if the MPO did not have enough
231 project submittals for bicycle/pedestrian projects. Pam Hemminger and Ed Harrison commented that
232 bicycle/pedestrian improvements would not solve any of the problems on Franklin Street/Merritt Mill
233 Road. Pam Hemminger stated that she would discuss this issue with local staff.

234 Lydia Lavelle and Pat Wilson discussed whether South Greensboro Street would be subject to
235 further closings for the construction of the roundabout.

