

Navigation & Transportation Work Group January 19th, 2012 * Meeting 3 Minutes

When discussing as a large group, notes were taken directly into the problems and solutions sheet. Please see updated version below.

- Ideas for MAP: have an advocacy agenda, a summary page tying cross-cutting issues back to the specific solutions, having a resource page for details of solutions. Phoebe, Kathy, and Kathie will bring these ideas back to the MAP Management Committee when drafting the plan.

Small Group Discussion Notes

Public Transportation Subcommittee

- County map solution –
 - Create one just for Orange County at this point, not for Triangle area.
 - Mirror LYNX map example. Work Group facilitators will pass on information about LYNX software and Orange County individual maps to Tom Altieri in the Planning Department.
 - GoTriangle website has links to maps of individual systems and routes.
- Share ride solution – look at TTA’s vanpool service.
 - What is the cost of adding one van or more? Consider a fixed schedule and user fee to make more self-sustaining.
 - Vans and busses cost similar amounts by cost per hour.
- 420 Route not productive by riders and cost per hour. The Planning Department is considering deferring the route to Northern Services in January/February.
- Hillsborough Circulator was developed off of funds, there is no user fare.
- Could look at current routes and fares more closely.
- Planning Department is funded approximately ½ by local funds, ¼ by revenue, and ¼ by grants.
- Solution to expanding into rural areas: increase revenues/fares to address barrier of cost. Subsidize it. Should also look at fund sources besides grants (other places do this).
 - Add creating zones of cost for user fees as solution to problem of expanding routes into rural areas.
- Solution to expanding into rural areas: have real-time pick-up service. It costs less than \$18 per trip. Could have contract with taxi companies. A barrier would be the differences between urban and rural needs.
- Solution to creating seamless transportation: Have central hub, maybe in Hillsborough.
 - Could also have a county-wide transportation system. What would this cost?

Driving Subcommittee

- Need for escort (door-*through*-door) services for frail clients.
- Designate “scramble” crossing at the busiest intersections; all vehicle traffic stops while pedestrians cross in all directions, including diagonally.

- New yellow blinking turn lights are being installed at intersections throughout Chapel Hill; there has been no public education about how these signals are to be interpreted.
- Develop a mechanism to allow a greater amount of time for persons with disabilities to complete pedestrian crosswalks.
- Consider use of public school facilities as after-hour community centers for health care, wellness activities, and library services.
- Investigate the costs to promoting volunteer transportation services (liability, vehicle operation costs).
- Volunteer drivers must be screened for adequate insurance coverage and a clean driving record.
- Matching volunteers to client requests: the cost effectiveness of neighborhood assignments vs. the loss of privacy.
- Develop a co-op for providing/receiving services based upon babysitter co-op model.

Walkability Subcommittee

It did not seem that the committee had new issues or solutions to add. However, we did determine which Walkability focus areas should be addressed and presented in the final product.

1. The Town of Chapel Hill has initiated a walkability study to address the feasibility of integrating the three mall areas located on 15-501 in Chapel Hill (Rams Plaza, Eastgate and University Mall)
 - a. Walkways and cross walks
 - b. Sky Walks
 - c. Tunnels
 - d. Golf Carts
 - e. Shuttles
2. Linking sidewalks where space has been left between existing walks and those installed based on new construction requirements. Main areas of concern are incomplete walks on busy roads and highways. It was also mentioned that at times walks may be interrupted by physical imperfections or natural geographic changes along the way. Bike routes are also a concern for the same reasons. Some may end and begin again because of bus stops or turns. Bike lanes on busy roads are a concern due to the fact that many drivers are distracted easily by cell phones, music, makeup, food, etc.
3. ADA
 - a. All sidewalks must meet standard ADA guidelines and regulations.
 - b. Old construction should be upgraded to meet the guidelines.

UPDATED PROBLEMS & SOLUTIONS WORKSHEET – NAVIGATION AND TRANSPORTATION

To make our potential solutions more concrete and feasible, please think about:

- 1) What programs and services you would like to see expanded or improved
- 2) Programs or service that you believe are *at risk of losing* funding
- 3) Barriers and facilitators that could be addressed with a solution
- 4) How the potential solutions could be more detailed or specific

SUBCOMMITTEE: PUBLIC TRANSPORTATION	
Subtopic: System expansion	
Problem	Solutions
<p>1. Need to expand existing routes into rural areas.</p> <ul style="list-style-type: none"> • TTA 420 Route in Hillsborough is circular and will need additional funding. • OPT’s two midday runs are not cost efficient. 	<ul style="list-style-type: none"> • Partner with OPT to provide special trips like those offered by TTA and CHT. • Provide once-a-week bus transportation for rural areas (market day idea) • Create map with all Orange County navigation/transportation routes. • Create bus where clients pool to share ride • Use van system • Zones of cost with user fees • Real-time pick up service • Establish centralized park and ride lots for rural areas and have shuttle service (Eno and Efland Cheeks Townships) <ul style="list-style-type: none"> ○ Support Rural CTP in their two proposed park and ride lots
<p>2. Need to ensure EMS can reach rural area residents during weather emergencies.</p>	<ul style="list-style-type: none"> • Buddy system • Have portable generators at the senior centers and elsewhere in the county
<p>3. Need public transportation services for people with range of abilities (able-bodied older adults and people with disabilities).</p>	<ul style="list-style-type: none"> • 3-tier system (door-to-door, bus, express runs)
Subtopic: Seamless transportation	
Problem	Solutions
<p>4. Need connections between senior centers and other business at midday.</p>	<ul style="list-style-type: none"> • Van system applies here • Continue Hillsborough Circulator and EZ Rider Senior Shuttle (need sustained funding) • Private partnerships (businesses themselves could participate)
<p>5. Need connections to other counties and areas of the Triangle region.</p>	<ul style="list-style-type: none"> • Expand TTA’s RTP route schedules

	<p>County</p> <ul style="list-style-type: none"> ○ Start Share-a-Ride program ○ ITN ○ Need for escort (door-through-door) ○ Assign volunteers to people in community that need ride, address cost efficiency and anonymity for example by adhering to confidentiality (establish guidelines and provide training) <ul style="list-style-type: none"> • Tunnel in Chapel Hill on Columbia near Pittsboro to manage pedestrian traffic (barriers in infrastructure)
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SUBCOMMITTEE: WALKABILITY

Problem	Solutions
<p>7. Need to connect existing infrastructure in both urban and rural parts of county.</p> <ul style="list-style-type: none"> • Connect shopping centers around University Mall with sidewalks • Need more bike lanes and shoulders on roads in northern part of county and 86. • Need sidewalks beyond neighborhood boundaries near Beckett Ridge and other large communities. • Carrboro/Chapel Hill: Complete incomplete areas. • Rural areas: Need infrastructure within neighborhoods and around UNC Hillsborough Hospital/Durham Tech. 	<ul style="list-style-type: none"> • Conduct needs assessments on a constant basis. Identify places of need. <ul style="list-style-type: none"> ○ Create recommendations that look into the future to integrate whole community and multiple modes of transportation, part of coordinated planning. • Parking structures instead of parking lots, particularly in University Mall/Ram’s Plaza areas. • Connect sidewalks and bike lanes, widen sidewalks • Look at new construction versus existing areas (look at ADA standards) • Build pedestrian islands like those on MLK elsewhere • Carrboro/Chapel Hill: create more paths like the one behind Glen Lennox/N-54 • Rural areas: Use alternative materials to make building sidewalks more cost effective (but still make useable for people with disabilities) • Make developments responsible for connecting surrounding properties with sidewalk • Model after Atlanta City with golf cart

	<p>accessibility (address builder requirements)</p> <ul style="list-style-type: none"> • Model after Meadowmont/Southern Village with center around which transportation and sidewalks are based. A transit hub perhaps around 40/85. (Barrier might be rural buffer and others).
CROSS-CUTTING ISSUE: AFFORDABILITY/ECONOMIC CONCERNS (FUNDING SOURCES AND PLAN INTEGRATION)	
Problem	Solutions
8. Need both long-term and short-term funding sources.	<ul style="list-style-type: none"> • OCDOA or other agencies apply for available state funds: Section 5310, Section 5316, Section 5317 • Receive funding from ½ cent sales tax. • Increasing rider fees
9. Need to coordinate plans between the various county, town, and other regional departments.	<ul style="list-style-type: none"> • Hire OCDOA mobility manager (this would help with other problems like information dissemination as well) • OCDOA should get involved in Orange County Unified Transportation Board
CROSS-CUTTING ISSUE: ATTENTION TO UNDER-REPRESENTED GROUPS (DUAL-ELIGIBLE POPULATION)	
Problem	Solutions
10. Need to plan for increased assistance for Medicare/Medicaid eligible population.	<ul style="list-style-type: none"> • Recognize that this population is limited in income and in account for this in other solutions (e.g. rider fee)
CROSS-CUTTING ISSUE: INFORMATION DISSEMINATION	
Problem	Solutions
11. Lack of available support services to assist people with identifying appropriate routes/services to use (includes issues of language barriers and confusing maps/schedules).	<ul style="list-style-type: none"> • Establish central point to collect/disseminate info about local resources for seniors whose driving options are changing. Establish this specifically at the senior centers. <ul style="list-style-type: none"> ○ Partner with AARP and others • Education on various roadway users
12. Need to partner with health services to share information on transportation and engage community. (solution)	

CROSS-CUTTING ISSUE: GEOGRAPHIC EQUITY
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Addressed within each subcommittee above.

Note that we can aim to protect existing services pertaining to these problems and solutions, including but not limited to:

- NCGO as an information resource
- Services offered by OPT, CHT, and TTA like special trips, transport from rural areas to medical appointments/shopping/senior centers
- Services offered by private businesses and non-profit organizations like taxi services and A Helping Hand, among others.