



GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TECHNICAL COORDINATING COMMITTEE

May 24, 2006

11:00 a.m. Greensboro, NC

Blue Room (County Commissioners' Briefing Room)

Old Guilford County Courthouse

ATTENDANCE

Jim Westmoreland	GDOT / MPO	Wayne C. Davis	NCDOT Transportation Planning Branch
Tyler Meyer	GDOT / MPO	Katie Rose	GDOT / MPO
Lydia McIntyre	GDOT / MPO	Roger Bardsley	G.C. Community & Economic Development
Peggy Holland	GDOT / MPO		
Craig McKinney	GDOT / MPO		
Bill Bruce	G.C. Planning and Development		
Heidi Galanti	COG- Planning		
Hanna Cockburn	PTCOG / PTRPO		

Jim Westmoreland called the meeting to order at 11:05 am. After an introduction of the committee members, he offered gratitude for continuing efforts for the transportation planning delivering process in Greensboro and Guilford County, on a local, regional, and statewide level.

Action Items

1. Approve Minutes of May 24, 2006

Tyler Meyer moved for approval of the minutes. Hanna Cockburn seconded the motion. The Committee voted unanimously to approve the minutes of the May 24, 2006 meeting as presented.

Business / Potential Action Items

1. Draft Committee Bylaws

Tyler Meyer advised that at present neither the TAC nor TCC have existing bylaws. These groups currently operate under the MPO Memorandum of Understanding and the general provisions of Robert's Rules of Order. Staff recommends the adoption of bylaws for both groups. The purpose is to update the membership roster for the TCC; to outline operational procedures for both groups including those involving meeting scheduling, rescheduling and cancellation, officer selection and tenure; and to specify measures that need to be observed to maintain compliance with the North Carolina Open Meetings Law. It was noted that Article III on the second page of the bylaws, shows members divided into two groups, group A and group B. Identification of two groups, a core and general membership, would ensure meeting quorum requirements per NCDOT Open Meeting Law. Jim Westmoreland inquired about the interpretation of Section three, line 26, located on page two. Inquired should the line refer to each member appointing an alternate instead of member agency, since each agency may have multiple members. Meyer recommended taking time for review of the draft bylaws with consideration of adoption at the next meeting. Meyer further noted that the new Winston-Salem Forsyth County MPO Bylaws were a helpful starting point in bylaw development for GUAMPO.

2. Heart of the Triad Update

Lydia McIntyre gave an update on the Heart of the Triad (HOT) study. HOT has a steering and technical committee overseeing the study. A week long charrette was held during the first week of April. The event was held at the Girl Scout's facility in Colfax and kicked off with a public informational meeting on Monday. During the week, consultants retained by PART, met with several groups including transportation, planning, utilities, economic development, and environmental. Overall, a consensus to cooperate, coordinate, provide joint services, and protect environment was evident. Concerns were raised about over development and maintaining greenspace. Jim Westmoreland inquired about the representative from the City for the steering committee. Lydia McIntyre advised that Sandy Carmany from the City of Greensboro and Linda Shaw from Guilford County were representatives on the HOT steering committee. PART is leading the study effort with receiving half of the funding from NCDOT CMAQ funds and the other half from private investors, which were secured by the chambers. The study emphasis is on land use, market assessment, and transportation. A portion of the study will also include a policy and technical component to support implementation. Lydia McIntyre noted coordination occurred between Triad MPOs and Planning jurisdictions before the official start of the study.

Lydia McIntyre gave an explanation of the charrette exercise, including samples of plans created during the process. Plan concepts included a land use focus, comparison of multiple concept plan models, and traffic implications. Concepts were narrowed down to four concepts after the exercise on Wednesday and were presented on Friday for citizens to comment. The concepts were then further narrowed down to three after the charrette. The consultants also performed an analysis showing percentages for employment, residential, commercial, and open space areas.

The Piedmont Triad Model was not available at the time of charrette, but consultants did do a general analysis to determine trips generated. 900,000 trips are estimated to be generated by the implementation of the HOT concepts with an internal capture rate of 50%. Jim Westmoreland inquired how this number was calculated. Lydia McIntyre responded the number was based ITE generation rates for the land uses and on internal and external trip flows. Jim Westmoreland noted that it may be interesting to evaluate the internal capture rate over a 5, 10, 15 year period assuming build out occurs gradually. Westmoreland further stated, initial numbers look good, but cautioned we must be realistic in assumptions for build out and the impact on infrastructure, such as roadways.

Next steps include running the model, which is almost complete, performing a benefit / cost analysis, and air quality analysis. Jim Westmoreland inquired if there was going to be an approval process for the plan. Lydia McIntyre responded that it had not been discussed, but approval from each jurisdiction would be expected.

Jim Westmoreland inquired how the HOT concepts would tie into the commuter rail study and its alternatives analysis in long-term planning. Craig McKinney advised that a station at Colfax may be included, which is not currently included in the alternative analysis study.

Tyler Meyer noted a big issue may be getting the funding to provide infrastructure for the study area. Bill Bruce noted it would be interesting to evaluate the impact of HOT on Winston-Salem, Greensboro, and High Point from an economic development point.

3. BiPed Plan Update

Tyler Meyer advised of the status of the BiPed Plan. He noted the plan covers proposed greenway systems –generally a long term proposition, pedestrian improvements - ranging from the short to long term, and on-street bicycle improvements. The bicycle improvements are a new focus area. Short term improvements include the resurfacing of Florida Street, from Holden Road to Lee Street, which will provide striped shoulders to accommodate bicycles and intermittent on-street parking for most of the corridor. Spring Garden Street resurfacing plans include bike lanes going in from west of Holden Road across UNC-G and to the downtown. Bicycle lanes will not be constructed between Tate Street and Jackson Street as a result of on street parking and lane constraints. Bicycle lanes will pick back up at Jackson Street and extend to McGee Street. This project is expected to be completed by August 2006.

The third project, Church Street, was identified by citizens as a key corridor to ride into the city. Church Street future plans include widening, which will allow for bike lanes. The project will not be implemented now, but in the not so far future, as Church Street is a 2000 bond project. Bike lanes will be added on the segment from Wendover Avenue to Golden Gate. Bicyclists may continue up Church Street or take Golden Gate as a diversion. Lanes will pick back up at Cone Boulevard. The Cone Boulevard to Pisgah Church Road resurfacing project is to be started next week in conjunction with a NCDOT resurfacing project. We hope the project marking plan will include edgelines or bike lanes but it is not yet resolved. The next segment, Lees Chapel Road to Lake Townsend, will also be done as a part of a NCDOT resurfacing project. NCDOT will be adding a foot of shoulder on each side. This will avoid having to acquire right-of-way which lengthens the process. The last segment on Church Street is from Lake Townsend to Archergate Road. Presently, trying to identify funding to add two feet of shoulder in the future.

Tyler Meyer noted it was great to identify an opportunity, implement it, and review the performance. MPO staff is currently working on the implementation of a bike count program for analysis of usage and user behavior.

During the last MPO meeting, Keith Holliday noted the need to publicize the approval of the plan. Staff is currently thinking about the best way to publicize it. Jim Westmoreland praised NCDOT (Doug Galyon and Division) for their commitment to partnering with the community to implement the plan's recommendations. Westmoreland noted the MPO staff will coordinate with NCDOT on publicizing the plan given that it also highlights the Department's efforts to support multi-modalism. Hannah Cockburn noted the level of cooperation at Division 7 is unprecedented and could be a model for other areas. Jim Westmoreland noted publicity ideas should be approved by the division and the board member first. Westmoreland noted that policy from the Board of Transportation has changed over the last 10 years with regards to transit, pedestrians, and bicycles.

4. Project Updates

- Craig McKinney gave an update on the R-2577 (US 158 Realignment) Public Meeting. Public turnout was large with a 100 people attending the meeting. Many attendees appeared disappointed that only a study corridor and not an exact alignment was shown, The Environmental Assessment may be completed as early as 2009 if PDEA's current schedule holds.
- NCDOT held a Pre-Hearing & Public Hearing on R-2611 widening of Market Street from NC 68 to Bunker Hill Road. About thirty people attended. Many commenters would prefer a five lane facility rather than the proposed four lane divided roadway. Craig McKinney advised that tweaking of the project would likely occur around Colfax in terms of median breaks in front of Elementary School and perhaps to add more leftovers elsewhere. Sidewalks are currently proposed on both sides within the City and on the north side of the facility outside the city limits. Wide outside lanes are also proposed to accommodate bicycles. The FONSI should be issued in 2007. Right-of-way is currently expected in 2008 with construction starting in 2010.
- R-4707 (Reedy Fork Parkway Interchange) appears back on track with the approval of the pending task order. The GDOT staff will be taking on larger roll and PDEA serving as clearing house. Two alternatives are being studied for the interchange and include a half clover diamond and single point diamond. The half clover has spacing issues with the interchange proposed for Brown's Summit to the north and environmental issues with a ramp crossing a stream. The single point interchange will carry more traffic and has lower impacts to the environment. The project will be going before the merger team in August for concurrence points 1 (Purpose and Need) and 2 (Alternatives Carried Forward). The document may be completed in 2007 in the best case scenario. Tyler Meyer cautioned that given current progress on the study thus far a more realistic timeline may be 2008 or 2009.
- U-2412 (High Point Road) was originally three segments, but has been combined into two segments, segments A and B. Segment A & B were combined to make A and segment C became B. The Greensboro portion shows right-of-way in 2008 and construction in 2010, but starts before High Point's portion. The Environmental document is expected to be completed this summer and the FONSI issued in early 2007. Segment A's timeline is currently scheduled for right-of-way in 2008 and construction in 2011.

Meyer noted that a staff member from PDEA will be at next meeting to talk about the project development process.

MPO Strategic Reports

Craig McKinney gave an update on the Summerfield Feasibility Study (NC 150 Relocation). One of two public meetings has been conducted. The purpose of the meeting was to explain the purpose of the relocation and get citizen feedback. Generally, the citizens did not feel the project was needed. The second public workshop will be held in August. Comment period for this project will end on May 26, 2006.

Lydia McIntyre advised of an update on the Comprehensive Transportation Plan (CTP). The state DOT requirements are moving from the thoroughfare plan to a multi-mode plan. The CTP will include four elements. These elements include roadway, bike, rail, and pedestrian. MPO staff is currently collecting roadway attributes, which will assist in classifying roadways. Anticipate bringing to TCC to review in a special meeting. Will share the schedule for completing the CTP at the next MPO meeting. Jim Westmoreland inquired about including an airport element in terms of freight impact. Wayne Davis stated that the CTP should be flexible enough to accommodate specific needs.

Lydia McIntyre also advised that the letter for Conformity Determination for the PM 2.5 was received, for conformity of the 2006-2012 TIP and 2030 LRTP. Lexington monitors went down, but are still exceeding and Catawba went up based on information from DAQ.

Tyler Meyer made an announcement for events on National Trails Day, which is scheduled for June 3, 2006. Guilford County's Parks and Recreation Department was awarded a grant from Dasini (Coke-a-Cola) to provide twenty bikes for use by the general public. Public will be able to check out bikes with a card.

Other Items

1. TCC Member Report

Roger Bartsley gave praise to GDOT on a project on Market Street to replace culvert schedule for 7 days, but completed in 3 days.

Hannah Cockburn thanked everyone for participating in Bike to Work Day. Jim Westmoreland noted publicity and the rest stations were great.

The TCC adjourned the meeting at 12:35 p.m.