



**TECHNICAL COORDINATING COMMITTEE**  
**Minutes of July 25, 2007**  
**11:00 a.m., Greensboro, NC**  
**Blue Room**  
**(County Commissioner's Briefing Room)**  
**Old Guilford County Courthouse**

**ATTENDANCE**

Jim Westmoreland	<i>GDOT / TCC Chair</i>	Heidi Galanti	<i>Greensboro Planning</i>
Peter Ohlms	<i>GDOT / MPO</i>	Michael Brandt	<i>Town of Summerfield</i>
Tyler Meyer	<i>GDOT / MPO</i>	Bill Bruce	<i>Guilford County</i>
Lydia McIntyre	<i>GDOT / MPO</i>	Mark Kirstner	<i>Guilford County</i>
Peggy Holland	<i>GDOT / MPO</i>	Roger Bardsley	<i>Guilford County</i>
Craig McKinney	<i>GDOT / MPO</i>	John Hunsinger	<i>NCDOT</i>
Jesse Day	<i>PTCOG</i>	Michael Abuya	<i>NCDOT</i>
Paula Sloneker	<i>PTCOG</i>	Brian Thomas	<i>NCDOT</i>
Hanna Cockburn	<i>PTCOG</i>	George Linney	<i>GTA</i>

Jim Westmoreland called the meeting to order at 11:00 a.m. and thanked committee members for their time and leadership in the MPO.

**Action Items**

1. Approve Minutes of June 27, 2007

Roger Bardsley moved for approval of the minutes. Tyler Meyer seconded the motion. The Committee voted unanimously to approve the minutes of the June 27, 2007 meeting.

2. MTIP Priority Needs

Tyler Meyer noted the last meeting's review of the status of previous MPO Priority Needs and corresponding discussion. He then presented recommendations for the MTIP Priority Needs for 2009-2015. The Priority Needs List is one of the inputs for the 2009-2015 Metropolitan and State Transportation Improvement Programs. The MTIP and STIP processes will conclude in summer 2008 and will include public involvement and an analysis of air-quality conformity.

**Planning for the transportation future**

The priority needs list is intended to reflect the major priorities of MPO jurisdictions and are an opportunity to link back to the ongoing reassessment of transportation needs through the planning process. Considerations include (1) covering all modes, which can enhance the process by leveraging various funding sources; (2) the status of existing priorities; (3) new needs; (4) resource constraints; (5) opportunities for state and local partnerships; and (6) focusing on potentially achievable goals.

Meyer began with a set of priorities related to the Urban Loop. The Priority Needs List indicates that the completion of the Urban Loop remains a priority, with the following three projects: maintaining the schedule for the Eastern Loop from US 29 to US 70 (U-2525B) and obtaining funding for the remaining portions of the Western and Eastern Loop (U-2524C and U-2525C).

Draft roadway priorities include the widening of West Market Street (R-2611), which is scheduled for construction in 2010-2012 and has experienced cost increases of around \$7 million, mainly due to revised costs for right-of-way acquisition. This project is a priority to keep on track and fully fund. Bridford Parkway Extension (U-4006) is on track for construction to begin in 2009 and is specifically identified in the Priority Needs List to be kept on track.

The High Point Road widening project (U-2412) is scheduled to be constructed. The Hornaday Road Extension (U-4750) is a partnership between the City of Greensboro and NCDOT, with construction of the bridge scheduled for 2008. The Greensboro Signal System upgrade (U-4711) will affect the entire community, is scheduled for construction in 2008-09, and has experienced relatively minor cost increases. It appears advisable to restate that the priority for these projects will be to fully fund them and maintain their schedules.

US 29 at Reedy Fork Parkway (R-4707) is an interchange upgrade project that is eligible for funding sources other than the Surface Transportation Program, and the need is to progress to the next step after completion of the environmental document.

The US 70 widening project (U-2581B / R-2910) environmental assessment has been discussed and negotiated with NCDOT, and the priority is to begin the documentation.

Draft bicycle and pedestrian priorities include Phases I and II of the Battleground Rail-Trail. Phase I (EB-4709) has experienced some cost increases, and the priority for it would be fully funding the project. Phase II, from Markland Drive to Lee Street, is expected to become feasible due to rail abandonment in the near future. Other pedestrian and bicycle project needs include some Greensboro sidewalk projects that are in design but cannot be funded locally at this time. These projects would incorporate recommendations from the Greensboro Urban Area Bicycle, Pedestrian, and Greenway Master Plan.

The most significant public transportation priority is to establish funding for the new GTA operations, maintenance, and administrative facility (TD-4915), which has a projected cost of \$20 million. This project is necessary for continued growth of the transit system and important due to the operational inefficiencies and problems with the existing overcrowded facility. Other transit priorities include technology improvements for GTA's paratransit fleet (TM-4711) and cameras and other technology improvements for GTA.

Meyer advised that the Committee could provide the Technical Advisory Committee with a recommendation to adopt these priority needs. Jim Westmoreland discussed the financial constraints at the state, federal, and local levels.

Heidi Galanti inquired about the boundaries of the High Point Road widening project, and Meyer responded that it was from US 311 to Hilltop Road, broken into two phases. The project is fully funded and scheduled for construction beginning in 2011. It includes the section known as the

Jamestown Bypass. Meyer noted that a separate project would include construction of an interchange at the realigned High Point Road in 2011.

Westmoreland and John Hunsinger advised that the state TIP identifies projects that will be completed as “deliverable projects.” In the Greensboro area, Bridford Parkway Extension, the Signal System Replacement, and some others are examples of deliverable projects.

Westmoreland inquired when the next cycle of the MTIP would begin. Meyer advised that the 2011-2017 MTIP process would begin in summer 2008 with development of priority needs.

Roger Bardsley inquired about the right-of-way costs for Phase II of the Battleground Rail-Trail, and Westmoreland advised that the City was investigating the costs of rail banking and other options for acquiring the corridor right-of-way. Westmoreland also advised that staff were investigating the possibility for a trailhead facility in the second phase and monitoring deadlines for the rail abandonment process. Bardsley and Westmoreland discussed the rail banking option and the relatively short timeframe for municipalities to participate in the process.

Michael Brandt inquired about the relationship between the Priority Needs List, federal funding, and the state TIP. Westmoreland advised that the Priority Needs List is used in the development of both the MTIP and STIP, which must be consistent. Meyer advised that the list is intended to be at the level of TIP projects, which receive state and/or federal funding, and that smaller projects would therefore not be shown on the list. Brandt noted that most projects are in the City of Greensboro or nearby, with very little direct benefit to unincorporated areas and smaller municipalities in the MPO area. He inquired how a project such as the widening of NC-150 would be included in the process. Meyer noted that once the study is completed for NC-150, the project could be considered for the Priority Needs List. Meyer also noted that the list includes a general statement that the maintenance of funding and schedules for all existing projects is a priority. Brandt and Meyer discussed the US 220 widening project, which is currently fully funded.

Westmoreland discussed the MPO’s history of getting projects funded and the continuing need for a change in the way transportation projects and funding are addressed at the state level. Local and regional partnerships with the state, along with a combination of new funding resources, will be required to advance projects in the future. Meyer noted that the Long Range Transportation Plan would include an opportunity for input on the area’s future transportation plans.

Heidi Galanti moved to recommend that the Technical Advisory Committee approve the Priority Needs List. Roger Bardsley seconded the motion. The Committee voted unanimously to recommend approval of the Priority Needs List.

### **3. STP-DA Program Recommendations and MTIP Amendment**

Tyler Meyer advised that the MPO has seen an increase in its Direct Apportionment funding from the Surface Transportation Program (STP-DA) because the current Congress fully funded programs at the levels specified in federal law, which had not happened in the past. Around \$14.8 million is already allocated in the 2007-2013 MTIP, with \$15.6 million more estimated to be available for the 2009-2015 MTIP. The MPO may direct these funds to priority projects. Criteria used to develop these recommendations included a multimodal approach, opportunities for partnerships, potentially achievable new needs, and the MPO’s draft Priority Needs List.

Meyer reviewed current TIP project needs that are proposed to receive additional STP-DA funding. The current cost estimate for the Greensboro Signal System upgrade (U-4711) is \$24 million,

a \$2 million increase over existing funding. To keep the project on track for construction in 2008-2009, an additional \$1.6 million in STP-DA funds with a \$400,000 local match is recommended.

The West Market Street widening project (R-2611) is programmed with right-of-way scheduled for FY 2008 and construction starting in FY 2010. This project is a joint priority and partnership project for the MPO and the NCDOT. The project will accommodate growing corridor traffic and continuing economic development in the airport area. The project has experienced significant cost increases (right-of-way costs were recently updated to replace the old estimate from 2000 and increased from \$2.3 million to \$7.7 million). The recommendation is for STP-DA funding to cover half of the project's total cost increases, around \$3.4 million. This amount would be shown in the right-of-way portion of the project.

The US 70 environmental document (U-2581B and R-2910) involves the use of \$500,000 in STP-DA funding, to be drawn down as the document is created. NCDOT has agreed to partner with the MPO on the environmental document. Because it is programmed for planning and environmental study only, the funding amount will not be shown in the STIP.

Phase I of the Battleground Rail-Trail has increased in cost to roughly \$2.8 million, which includes construction of the trail, a grade-separation at Cone Boulevard, and associated sidewalk connections and intersection upgrades. The recommendation is to add \$1.2 million in STP-DA funding plus a \$300,000 local match.

Meyer presented two new projects for STP-DA funding: various pedestrian and bicycle improvement projects and Phase II of the Battleground Rail-Trail. The former will allow for specific pedestrian and bicycle projects to be defined through municipal agreements and is a step towards implementation of priorities from the BiPed Plan. The most significant need is the continuing implementation of Greensboro sidewalk projects that have been under development since the early 2000s but cannot be funded locally due to the recent exhaustion of local Powell Bill funding resources and the committed status of remaining 2000 Transportation Bond funds. This includes sidewalk projects on Randleman Road, East Bessemer Avenue, West Market Street, Holden Road, High Point Road, West Friendly Avenue, and elsewhere. The recommendation is to provide \$4 million in STP-DA from 2008 through 2010.

Finally, the recommendation for Phase II of the Battleground Rail Trail is to add almost \$5 million in STP-DA funding for this future project. Setting aside resources for this project also allows for flexibility, because if the project cannot proceed as anticipated due to rail abandonment issues, these funds can be reallocated where needed.

Meyer advised that the next step is to recommend TAC approval of the STP-DA action and corresponding MTIP amendment that programs the funds. Hanna Cockburn moved to recommend that the Technical Advisory Committee approve the STP-DA action and corresponding 2007-2013 MTIP amendment. Heidi Galanti seconded the motion. The Committee voted unanimously to recommend approval of the STP-DA action and MTIP amendment.

### ***Business / Potential Action Items***

#### **I. Review of draft Comprehensive Transportation Plan bicycle and pedestrian maps**

Peggy Holland advised that the draft Comprehensive Transportation Plan Bicycle and Pedestrian Maps are complete but that committee members could provide input or corrections.

The bicycle map shows existing and recommended on- and off-road bicycle facilities. Holland noted that new roads such as the Florida Street Extension would still need to be added to the bicycle

map. Existing and recommended off-road bicycle facilities and trails are also included on the map, and a zoomed-in inset map is forthcoming. Bill Bruce noted that some of the off-road trails shown on the map may not be suitable for bicycling.

The pedestrian map shows existing and recommended sidewalks, trails, and footpaths. It also includes paved shoulder recommendations for rural roads. Holland advised that although it was difficult to see on the map, the data included sidewalks drawn on both sides of most roads. Holland requested for committee members to notify her of any existing publicly accessible sidewalks in Guilford County outside the City of Greensboro in order to obtain geographic information for them.

Jim Westmoreland recommended replacing the photo of an empty sidewalk with one of people using a sidewalk. Holland requested committee members to notify her of any corrections. Tyler Meyer noted that the small towns and County representatives could also provide Holland with their recommendations about facilities that need improvement. Roger Bardsley noted that the March 2007 aerial photos might provide a good idea of where existing sidewalks are in the County. Hanna Cockburn noted that most of the off-road bicycle trails are multi-use and should also be shown on the pedestrian map. Michael Brandt noted that many area residents were looking for horse trails, and Holland advised that this issue could be considered during development of the Long Range Transportation Plan.

## 2. BiPed Update

Peggy Holland advised that recently completed sidewalk construction included large projects such as West Market Street, with over 7100 feet of sidewalk, and smaller projects to fill gaps in the network. Elam Avenue between Friendly Avenue and Market Street now has sidewalk on one side. Other projects are ready to go forward but lack funding.

The City now has 6.3 miles of bicycle lanes, with 1.4 miles remaining to be added to Westridge Road this summer. Florida Street, Hobbs Road, and Cornwallis Drive have edgelines, which allow parking or bicycling, for a total of 6.7 miles.

Heidi Galanti noted that she had received some comments about confusion between bicycle lanes, parking lanes, and passing lanes. The Committee discussed the possibility of changing markings to make them more clear or having an educational, safety awareness, and enforcement campaign. Galanti and Hanna Cockburn noted that the problem is mostly on Spring Garden Street in the block between Chapman Street and Elam Avenue, where drivers pass other vehicles on the right in the bicycle lane and parking lane. Tyler Meyer advised that the GDOT Web site has information about proper use and safety of bicycle lanes. Holland advised that September may possibly be designated as Bicycle Safety Month for Greensboro, with a new web site ([www.gsosharestheroad.com](http://www.gsosharestheroad.com)) featuring bicycle safety information and other resources. Part of the public safety campaign will be a billboard, which will rotate around town, with a "Greensboro Shares the Road" message.

Holland advised that bicycle route signage should be installed shortly, and staff have been marking locations for 50 new bicycle racks to be installed, including about 15 in downtown Greensboro. The general public may suggest locations for new bike racks through the GDOT Web site. Printed bicycle maps are expected to be completed by the end of the week and will be distributed through local bike shops and other venues.

Jim Westmoreland thanked Holland and others for their work on pedestrian and bicycle issues. Jesse Day inquired about a culminating event for Bicycle Safety Month. Westmoreland advised that an unveiling or proclamation might be involved, along with regular educational events to spread the message. Tyler Meyer commended NCDOT's Division of Bicycle and Pedestrian Transportation

for their partnership with the MPO on the bicycle route signs and map by assisting with costs and providing technical assistance.

### 3. Scenic Byways

Jesse Day of the Piedmont Triad Council of Governments summarized the five-county Scenic Byways Screening Study completed by the Piedmont Triad Rural Planning Organization. The purpose of the study was to determine routes for potential new state scenic byways to promote rural economic development. Existing byways in Guilford County include the Football Road and the Colonial Heritage Byway. One of the proposed new scenic byways, the Revolutionary High Rock Road, is largely within Rockingham County but enters the MPO area for a short distance as a loop off the existing Colonial Heritage Byway.

NCDOT has a two-step process for designating Scenic Byways. The initial step is to perform a study, which is awaiting NCDOT review. The MPO may be asked to provide support for the second step, a detailed analysis of each corridor that will discover additional points of interest. The proposed byway enters the northeast portion of the MPO area and passes a 1753 mill that was decommissioned in 1914 and a house built by a relative of Senator John McCain.

Roger Bardsley inquired why the Weitzel's Mill skirmish, which occurred just before the Battle of Guilford Courthouse, was not incorporated into the route. Day noted that it may already be part of the Colonial Heritage Byway but that he would ask the stakeholders about it. Bardsley inquired about adding wineries to the route. Day advised that this particular route was focused on the Revolutionary War trail, and Hanna Cockburn noted that Alamance County was investigating a byway called the Wine Trail. Cockburn advised that the state would perform a more detailed analysis of the corridor further in the process.

Michael Brandt inquired how the byway designation affects maintenance and improvements along roads. Day advised that the only major implication is that billboards are prohibited. Cockburn noted that it may also provide a first step towards funding facilities such as interpretive centers and pull-offs. Development restrictions remain under the purview of local governments.

### 4. Jordan Lake Rules

Paula Sloneker of the Piedmont Triad Council of Governments advised that the proposed Jordan Lake Rules provide a way for the state to monitor changes to the water quality in Jordan Lake. Two major watersheds, the New Hope River and Haw River, supply water to Jordan Lake. The New Hope arm of the lake includes most of the Triangle region and has been designated as "impaired" since 2003. The Haw River arm includes most of Greensboro and was designated as impaired more recently. Because of the way the lake is constructed, water from the Haw River arm remains in the lake for a much shorter time period (5 days) than water from the New Hope arm (418 days).

The Rules were proposed in order to control nutrients, including nitrogen and phosphorous. The main problem is nonpoint-source runoff, which is very difficult to regulate and control. The new requirements affect both new and existing development, requiring localities to retrofit existing areas with additional controls. This is estimated to cost \$750 million for local governments in the Haw River arm, with an unspecified additional cost to NCDOT. New development must include best management practices (BMPs) in order to improve stormwater quality. Similarly, NCDOT must retrofit existing roadways with stormwater BMPs and meet target reduction levels for new roads. Although the state has indicated that the cost to the state would be zero, compliance would be very expensive for NCDOT.

Sloneker discussed some problems with the proposed Jordan Lake Rules, including the way the critical watershed was defined and the way reductions in pollutants were to be measured. She advised that written comments on the Rules are due September 14 and that there has been a significant amount of opposition to the Rules at public meetings to date. Written comments are encouraged.

Craig McKinney inquired what specific changes would be needed to achieve the kinds of reductions proposed. Sloneker advised that the Rules would not pertain to typical residential areas and did not specify what farmers and other landowners could do. She noted that the Rules are largely redundant with existing requirements yet more stringent and far-reaching. They do not consider whether landowners are already taking steps to protect water quality. NCDOT is already required to have a program to detect and eliminate illicit discharges. Additional information is available at [www.ptcog.org](http://www.ptcog.org).

Jim Westmoreland noted that the City Council of Greensboro had adopted a resolution in opposition to the Rules. Developers will have to implement so many systems that it will be cost-prohibitive. Heidi Galanti noted that the Rules would also effectively prevent compact, infill development that helps to reduce sprawl.

Westmoreland inquired when a final decision could be expected. Sloneker advised that the Division of Water Quality would likely be open to revisions to the Rules but could possibly push them through as proposed, at which point numerous objections would send the Rules to the state legislature for review.

Mark Kirstner inquired what the provisions were for enforcement of the Rules. Sloneker noted that the Rules would be very difficult to enforce. It would be difficult for municipalities to know whether they were in compliance due to the watershed-level approach.

Sloneker advised that Triangle-area governments had also opposed the Rules. Hanna Cockburn noted that the NCDOT connection is key, because the Rules apply to runoff from both new and existing roadways. Land would have to be purchased for stormwater retention facilities along existing facilities, which would have huge cost implications.

## 5. Greensboro Water / Sewer Extension Policy

Heidi Galanti presented a summary of recent changes to the City's Water and Sewer Extension Policy. In the 1960s, the policy was established along with the water and sewer trust fund with the purpose of funding utility lines and pump stations beyond what was necessary for current development. It goes into effect when customers outside the City request water and sewer service.

Galanti advised that the water and sewer service area has been expanded significantly. Major changes include going north of the lakes, east to Burlington, and major expansions in the southeast. The new policy promotes better coordination between water and sewer extensions and land use recommendations, between City and County long-range planning. It also assists the City to prepare for annexations and promotes economic development through enhanced cost-sharing.

The revised policy separates areas into three geographic tiers based on the City's ability and cost to serve them. The purpose of this scheme is to encourage growth closer to the City or in established, existing growth areas. Projects in the first tier are eligible for full participation from the water and sewer trust fund, projects in the second tier are 50% eligible, and projects in the third tier are not eligible, with a few exceptions.

City and county staff collaborated on the new future land-use map, which contains broadly defined interim land-use categories: residential, corporate/business park, nodes of mixed use, and

potential employment centers that require further study. Staff also drafted a map showing expected growth tiers grouped by expected date of annexation.

Bill Bruce noted that there was a significant County portion of the agreement and that the County had also adopted maps and land use plans. The remaining task is for the City and County to work together to find similarities and differences between their plans.

## 6. Project Updates

Craig McKinney provided an update on the planning efforts for the MPO Conference to be held in downtown Greensboro October 24-26, 2007. Sponsorship commitments have been strong, but only two vendors have signed up to participate. Conference information is available at [www.guampo.org](http://www.guampo.org).

## 7. MPO Strategic Reports

Lydia McIntyre described proposed changes to federal air-quality standards. As part of its 10-year review of pollutant standards, the federal Environmental Protection Agency has proposed to make its air-quality attainment standards stricter, just when the Triad's Early Action Compact will have nearly reached attainment of existing standards. The primary (human health) and secondary (vegetation and agriculture) standards are being examined.

A final decision on the change is expected in March 2008, with re-designation of conformity areas in June 2009. If the standards are tightened, it is likely that the MPO area would be in nonattainment for ozone in addition to particulate matter.

## **Other Items**

### 1. NCDOT Update

John Hunsinger advised that anything changed from the last NCDOT Project Update report is in bold. He also noted that Mike Cowan, deputy division engineer, retired on June 30. His position has not yet been filled.

### 2. TCC Member Reports – None

### 3. Wrap-Up

The TCC was adjourned at 12:50 p.m.