



# GREENSBORO URBAN AREA METROPOLITAN PLANNING ORGANIZATION

## TRANSPORTATION ADVISORY COMMITTEE

May 24, 2006

2:00 p.m. Greensboro, NC

Blue Room

(County Commissioner's Briefing Room)

Old Guilford County Courthouse

### TAC MEMBERS PRESENT

Sandy Carmany	TAC Chair
Jim Westmoreland	TCC Chair
Doug Galyon	NCDOT
Mike Winstead	Guilford County Board of Commissioners
Kirk Perkins	Guilford County Board of Commissioners

### ATTENDANCE

Tyler Meyer	GDOT / MPO	Peggy Holland	GDOT/ MPO
John McLendon	BIG	Katie Rose	GDOT / MPO
Craig McKinney	GDOT / MPO	Lydia McIntyre	GDOT / MPO
Brent McKinney	PART		
Wayne Davis	NCDOT, Triad Unit		
Jane Whitehorne	Jamestown News		

**Sandy Carmany called the meeting to order at 2:10 p.m.**

### Action Items

#### 1. Approve Minutes of May 24, 2006

Doug Galyon moved for approval of the minutes. Kirk Perkins seconded the motion. The Committee voted unanimously to approve the minutes of the May 24, 2006 meeting as presented.

### **3. Reports, Concerns, and Discussion from MPO Area Towns**

None

### **4. Citizen Comments**

John McLendon introduced himself, noting he attended on behalf of Bicycling in Greensboro (BIG), a non-profit organization purposed to help make Greensboro and Guilford County a bicycle friendly community. The goals of the group include improved conditions for on-road bicycling, increased awareness of safety considerations, and increased public involvement and support for improved conditions for bicycling and walking more generally. He noted that BIG members had actively participated in the Bicycle, Pedestrian, and Greenways Plan workshops. McLendon noted that one proposal of interest to the group is the possible creation of a Bicycle and Pedestrian Advisory Committee with citizen representatives to help provide input for planning and transportation infrastructure projects. Such a committee would warrant representation from BIG and the pedestrian advocacy community. Kirk Perkins thanked McLendon for his remarks. Perkins noted that the BiPed Plan and its implementation is very timely, and that safety awareness is a significant issue that needs to be addressed. Jim Westmoreland noted that plan implementation is expected to involve significant strides towards making the area more pedestrian and bicycle friendly. Westmoreland observed that implementation will take time, effort, and close collaboration with NCDOT. He then thanked NCDOT for their continuing efforts and contributions to the development of a more multi-modal transportation infrastructure in the area.

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

#### **1. Draft TAC 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. Draft bylaws have been distributed for both the TAC and TCC. 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**

Brent McKinney advised the TAC on the status of the Heart of the Triad (HOT). He stated that the Triad is one of the faster growing areas in the U.S., which impacts land uses. Land uses dictate need for infrastructure. The area designated for the Heart of the Triad includes 18,000 acres and is located between Guilford County, Forsyth County, Kernersville, High Point, Winston-Salem, and Greensboro. A planning charette was held during a week of planning. Public participation was high and about 20+ groups were involved on Monday and Tuesday. The current trend for this area shows single family subdivisions with a mix of low density employment and warehouses. Brent McKinney noted the study

was a joint effort between PART and NCDOT. Half of the study was funded with NCDOT CMAQ funds and the other half with private funds secured by the chambers.

Wednesday evening, 250 attended to participate in an on-hands exercise. Conceptual plans were presented to the public at the end of the week. The coverage of landuses (districts) included employment, residential, town/village centers, retail, a sports venue, parks, and open space. A compilation of the plans evaluated the placement of the different landuses. Overall, the exercise showed a general trend for placement of the different land uses. These were overlaid to create multiple conceptual plans. The plans were then consolidated to create three main concepts. Brent McKinney explained the projected sizes of the district areas and gave projected calculations for population of residents and numbers of available jobs for Concepts I, II, and III.

Brent McKinney discussed traffic management within the area. All concepts generated 900,000 trips with an internal capture rate near 50%. The next steps for the plan include modeling, a benefit / costs analysis, and an air quality analysis. Jim Westmoreland noted that these trip generation and internal capture assumptions consider full build out, and that an assessment of interim conditions, and perhaps even “what if” conditions to assess what would happen if development deviates from the plan would be advisable. He also noted that the local governments of the area will have to work in a coordinated fashion with complementary policies to make the plan a realistic one. He thanked PART for leadership role in the HOT study. Mike Winstead inquired if the study accounts for impacts on schools, libraries, water and sewer system, etc. Brent McKinney stated the study will evaluate these impacts and associated cost. A trip to Charlotte is currently being planned for the HOT committee, where these types of development are going in and finding success.

### **3. BiPed 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.

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. Tyler Meyer praised NCDOT (Doug Galyon and Division) for their commitment to partnering with the community to implement the plan's recommendations. He 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.

#### **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**

- Tyler Meyer announced the event for National Trail Day on June 3<sup>rd</sup> at Bur-Mill Park .

- Tyler Meyer proposed canceling June MPO meeting and starting back in July. TAC members agreed with his proposal.

## **Other Items**

### **1. Board Member Report**

Doug Galyon advised of NCDOT's financial status and the impacts on projects. The Department continues to face a shortfall in the amount of \$720 million over next 3 years statewide. He advised that all projects on the six month let list have been delayed four months to help manage cash flow. Affected projects in our area include the Hilltop Road and Groometown Road widening projects, which will be delayed until the first of 2007.

Contributing factors include shortages in federal revenue, state gas tax revenues (which have decreased by 2% through March), and highway use tax revenues (which have decreased by 6%,) as well as construction cost increases of 45% in the last three years.

North Carolina is a donor state and receives 90 cents for every dollar contributed to federal gas taxes. SAFETEA-LU sets up an increase to 92 cents, but unfortunately returns are going in the opposite direction. In reality North Carolina only gets 86 cents.

Regarding state gas taxes, 78,000 miles of roads are maintained by N.C., whereas in most other states, the counties maintain most of the roads. Therefore the NC gas tax is higher. It is unfair to compare N.C. to other states. Division 7 has 7,000 miles and Tennessee only has 7,000 in the entire state, for example. In the past, our state legislators were opposed to toll roads. Recently, Virginia passed resolution to toll I-95 and S.C. is waiting for us. Expect that I-95 will be the first toll road as a result of having significant through traffic. But we must first bring I-95 up to interstate standards and also must have alternate parallel facility. Seven roads have been approved by the Toll Road Commission. The Triad Airport Connector is the only one in this area on the list, but is low in priority. There is some discussion of evaluating the northern loop for a toll road. Mr. Galyon noted that we will make it through this rough period, but it may take longer to construct facilities.

The draft TIP is delayed, probably until this September or October. Long Range Plan (25 years) shows a short fall of \$35 billion and increasing to \$60 billion. North Carolina will need to think of creative ways to address this revenue shortage. One complication is that when alternative fuels come online, it raises the question of how to tax them.

Galyon also noted on June 28<sup>th</sup> going to have ceremony to commemorate 50<sup>th</sup> anniversary of interstate system.

Revenues at the train station have increased significantly since movement to the new station, showing a significant increase in rail travel.

### **2. Regional Transportation News**

Brent McKinney noted the commencement of US 52 Express Service up to Pilot Mountain and Mount Airy. PART also plans to build a park-n-ride lots in Trinity and Archdale. Ridership rose in August as a

result gas price fluctuating. Ridership is running 18% up from previous month of last year. Burlington is currently working on starting new transit service. Brent McKinney advised that in the Regional Ride Sharing project, there are many requests for passenger vans, and more vehicles are now in service.

Sandy Carmany advised of a proposal to increase from 1 hour to 30 minute service on GTA buses and a possible increase in fares to start in January. Also, the new HEAT service will start in August. In addition, new crosstown routes such as Vandalia Road have been proposed.

### **3. Wrap-Up**

The next TAC meeting is scheduled for July. The TAC adjourned at 3:27 pm.

Kirk Perkins suggested staff also have name plates to assist new members in getting familiar with staff as well as the public.