



**TRANSPORTATION ADVISORY COMMITTEE**  
**Minutes of September 24, 2014**  
**2:00 p.m., Greensboro, NC**  
**2<sup>nd</sup> Floor Greensboro Council Chambers**  
**Melvin Municipal Office Building**

**ATTENDANCE**

Nancy Vaughan	<i>TAC Chair</i>	Adam Fischer	<i>GDOT</i>
Marikay Abuzuaiter	<i>TAC Member, City of Greensboro</i>	Tyler Meyer	<i>GDOT/MPO</i>
Jamal Fox	<i>TAC Member, City of Greensboro</i>	Craig McKinney	<i>GDOT/MPO</i>
Jeff Phillips	<i>TAC Member, Guilford County</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Alan Branson	<i>TAC Member, Guilford County</i>	Tram Truong	<i>GDOT/MPO</i>
Dena Barnes	<i>TAC Member, Town of Summerfield</i>	Dan Amstutz	<i>GDOT/MPO</i>
Cheryl McQueary	<i>TAC Member, NCDOT BOT</i>	Mike Mills	<i>NCDOT/ Division 7</i>
Sharon Hightower	<i>City Council, City of Greensboro</i>	Michael Abuya	<i>NCDOT-TPB</i>
Susan Pulliam	<i>NCDOT</i>	Mark Kirstner	<i>PART</i>
Dabney Sanders	<i>Downtown Greenway</i>	Charles Pietortin	<i>Citizen</i>
Trip Brown	<i>Downtown Greenway</i>	Senanu Ashiabor	<i>Intermodal Logistics Consulting</i>

*Nancy Vaughan called the meeting to order at 2:05 pm.*

**Action Items**

**1. Conflict of Interest Policy Statement**

Nancy Vaughan read the Conflict of Interest Policy Statement required by the State Ethics Act. The policy statement states that it is the responsibility of each committee member to avoid conflicts of interest and if there are any, to present them before the committee at the beginning of the TAC meeting. There were no conflicts of interest identified before the Committee.

**Planning for the transportation future**

## **2. Approve Minutes of August 27, 2014**

Jamal Fox moved to approve the minutes of August 27, 2014. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the minutes of August 27, 2014.

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

There was none.

## **4. Public Comments**

There were none.

## **5. TAC Bylaws Modification: Transit Representation**

Tyler Meyer noted that the bylaws modification was a follow up from last meeting on August 27<sup>th</sup> when action was taken to designate Council Member Jamal Fox as the MPO Transit Representative. The next step is to modify the bylaws to reflect the responsibilities and duties of the transit member as required by MAP-21. Meyer noted that the TAC must act to modify bylaws to be within compliance of new USDOT regulations by the October 1<sup>st</sup> deadline.

Nancy Vaughan asked if this change in the bylaws will basically create a liaison. Meyer stated that they would make one member responsible in representing the interests of all transit providers in the area.

Cheryl McQueary asked if the area represented would be the City of Greensboro. Meyer explained that the area would be the Greensboro MPO Area and include representation of the 3 primary transit organizations within the MPO: Guilford County Transportation and Mobility Services, PART, and GTA.

Marikay Abuzuaiter moved to approve the TAC Bylaws Modification for Transit Representation. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the TAC Bylaws Modification for Transit Representation.

## **6. STP-DA & TAP Program Modifications & MTIP Amendment**

Tyler Meyer noted that the STP-DA and TAP Program Modifications and MTIP Amendment follow-up on the item discussed at the previous TAC meeting. Staff has done additional work to address concerns expressed on that occasion, and the item is now ready for TAC action. NCDOT Program Development Branch has reviewed and concurred with the proposed action.

This action reallocates STP-DA funding between projects to better help the MPO achieve a high delivery rate (a key goal for efficient utilization of the STP-DA program funds), as well as to address current priorities. Changes include deleting the Florida Street Extension and replacing it with the East Lee Street Sidewalk, moving some delayed sidewalk construction past 2018, adding the Downtown Greenway Phase 2, and moving delayed FY 2014 TAP projects to FY 2015.

The Florida Street Extension is proposed to be deleted from the list of funded projects and replaced with the East Lee Street sidewalk and roadway upgrade project. The East Lee Street project is in the same relative location as the Florida Street Extension and was determined to have greater need after a detailed review by MPO staff. Meyer explained that removing the Florida Street Extension project will free up \$2,560,000 of STP-DA funds and another \$640,000 of required local matching funds to be reallocated to the U-5532 East Lee Street project, helping to expedite the project scheduled for construction in 2018.

Sidewalk projects experiencing delays included 22 miles of the total 85 miles of STP-DA funded sidewalk projects. Meyer noted that the 22 miles of delayed sidewalk are expected to lapse beyond the 2018 timeframe into a 2019-2020 timeframe, but this should free up \$2,700,000 STP-DA funds for shorter term projects before 2018.

As part of this modification, the Downtown Greenway Phase 2 will be added to receive \$3.6 million in STA-DA funds and a \$900,000 local match. This is possible by reallocating the \$2,700,000 from delayed

sidewalk projects and an additional \$900,000 from unallocated STP-DA funds. Although the current estimated construction cost is \$6 million, additional funds of at least \$500,000 are expected to come from the NCDOT Prioritization 3.0 process as the project ranked second in the state for bicycle and pedestrian projects. Meyer indicated that the Phase 2 could begin construction as early as FY 2017 with this new allocation. If a funding gap remains afterwards, additional local funds can be used as necessary to cover the remaining balance.

Jeff Phillips asked for more detail on using the \$2.7 million from delayed sidewalks towards the Greenway Phase 2 construction. Meyer explained that some projects may become delayed from unexpected complications resulting from varying factors, such as limitations of staffing or designs which are more complicated than average. When these delays occur, the staff evaluates all the possible circumstances around the projects to deliver the greatest possibly of project completion within the designated time frame. Meyer stated that this particular change would allow 66 miles of sidewalk to be delivered without additional delay, and more projects would be delivered on time by reallocating the remaining funds to other projects that can be completed within their expected time frame. Adam Fischer elaborated further, pointing out that the delayed sidewalks in particular would not be ready by 2018 and would thereby only tie up funds which could be used towards other projects.

Nancy Vaughan expressed concern over the delays in sidewalk construction that are pushing projects such as the East Lee St sidewalk project into year 2018 and beyond. Meyer explained that the projects will be completed sooner if possible, but the process includes consideration of other factors, such as purchasing right of way, property mapping, and utility relocations. When the full timeline is laid out for East Lee St, the 2018 timeframe is when the project is most likely to be completed. Vaughan noted it appears that the project must start from scratch due to needed installation of curb and gutter. Fischer pointed out that the project will basically rebuild the roadway, including widening the shoulder, adding new curb and gutter, and adding bike lanes.

Vaughan asked if there are any possible ways to accelerate the completion of the East Lee St project. Meyer explained that due to the current volume of projects under development, other major projects including the English Street Sidewalks and Lowdermilk and Holt's Chapel Road Sidewalks may be impacted on their completion times if resources are focused toward accelerating this project. Fischer added that there are additional review processes through NCDOT to review right of way acquisitions, along with federal reviews of the project since STP-DA funds are planned to be used.

Vaughan recommended using signage to inform people that the project development is underway so the public knows the city is committed to completing the project. Fischer mentioned such signage is used for projects completely funded by the city, but he will check to see if signage can be used in the same way for projects receiving federal funds.

Cheryl McQueary asked if the use of consultants has been considered to resolve staffing issues when in the design process, and if the process to schedule projects for completion can be improved. Meyer stated that consultants are being used on some projects, but he would need to review if they could be used more often. Meyer noted, however, that any increase in the use of consultants will take resources out of the construction budget. The EL-5101 DL project was used as an example of a circumstance where the use of STP-DA funds were directed towards use of consultants during design and expediting the project as it was designated a priority project at that time.

McQueary recommended offering project construction contracts to consultants that could promise a faster completion rate. Fischer responded that faster means of completion will be investigated, but made note of the added dilemma in purchasing right of way from the affected property owners, as well as the relocation of utilities. McQueary continued to stress shortening project completion timeframes and explained recent trend data indicates a significant portion of people moving to North Carolina are moving within its urban environment and will desire such amenities as sidewalks and bike lanes. Meyer responded that the project completion timeframes will be reviewed on an ongoing basis, as will the coordination with NCDOT staff. Fischer added the present goal is to install 100 miles of sidewalk in the next 10 years.

Phillips asked for elaboration on the element of contingency within completion of projects, and if the degree of contingency remains fairly equal through other projects. Meyer explained that the actual cost of contracting out a project's construction can typically vary from the initial estimate and a buffer exists to accommodate those fluctuations. Fischer pointed out it is usually 8% to 12% of the estimated cost.

Phillips expressed concern about the means to address the potential shortfall in funding the Downtown Greenway project. Meyer stated the current recommendations will take care of \$4.5 million of the estimated cost towards the project, and expects NCDOT to contribute about \$500,000 by the end of the year. The remaining \$1 million of the \$6 million estimate should easily be covered with local funding if it becomes necessary, as the project may even prove to cost less than the estimate. The present recommendation does not resolve 100% of the funding required, but is a step towards creating the funds necessary.

Cheryl McQueary moved to approve the STP-DA & TAP Program Modifications & MTIP Amendment. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the STP-DA & TAP Program Modifications & MTIP Amendment.

## **Business Items**

### **1. NCDOT 25 Year Infrastructure Plan**

Susan Pulliam, Director of Planning at NCDOT, presented Governor McCrory's 25 Year Infrastructure Plan. The 25 year plan represents the Governor's vision for strategic transportation infrastructure investments to help people connect to economic centers, expand industry and jobs, and to improve the overall quality of life. The plan does not list specific projects, but describes 22 high level solutions addressing the long term challenges to each of North Carolina's four regions. The regional designations consisted of the Coastal, Eastern, Central, and Western Regions. Each region within North Carolina, received their appropriate designation through a combination of demographics, geography, and each area has its own unique challenges and solutions provided within the plan's vision.

Solutions for the Coastal Region included sustainable beach nourishment, improving highway connections, replacing aging bridges, stabilizing inlets, and transforming the North Carolina ports. The 25 year plan's goals for the Eastern Region were to improve the highway to Hampton roads, strengthen military connections, enhance freight movement, and improve I-95 connections. Improving interstate and intrastate connections, strengthening highway connectivity from mountains to coast, and refocusing on the use of rail to move freight more economically effective were envisioned for the Western Region. The Central Region, which includes the Charlotte, Triad, and Triangle urban areas, consisted of such goals as relieving congestion for people and products while sustaining economic growth, expanding mass transit options across the state, enhancing access to inland ports such as in Charlotte and PTI logistics hubs, and support the connections to privately developed mega-sites.

Pulliam showed a movie elaborating on the plan's focus for the Central Region.

Pulliam commented that certain bicycle and pedestrian improvements were not pointed out because those needs extend beyond regional boundaries. The plan recognizes that all existing facilities must be strengthened across the state. Pulliam mentioned specifically the plan desires to accommodate changing demographics, ease congestion, create better connectivity, and improve the quality of life by improving all modes of transportation. Other focuses within the 25 year vision are to expand bicycle and pedestrian connections to offer more transportation options, and support greater broadband connectivity to expand educational and business opportunities.

The 25 year vision builds on the foundations built by the Strategic Transportation Investments law, allowing the department to maximize existing transportation revenues and fund more than twice the number of projects over the next ten years as was possible under the previous formula. However, the state faces tremendous challenges in keeping pace with the growing transportation needs throughout the state and its regions. More than 3,100 projects representing more than \$70 billion in need were submitted throughout North Carolina for the prioritization process. The department only has about \$1.5 billion per year to fund

those needs. While efficient use of funds has always continuously improved, the need of greater funds outpaces the sheer ability to become more efficient.

The short term answer, as well as over the long term, is to identify additional resources for transportation revenue and to invest that revenue as strategically as possible. Building stronger transportation connections are critical for the state's future. The 25 year vision offers a plan for the state to work together and guide it towards accomplishing those needs in developing its transportation infrastructure. These concerns will be discussed in more length at the upcoming long session. Over about 75% of revenues come from the gas tax, which has proven to no longer be sustainable. NCDOT recognizes that it must find new means of sustainable funding to support vital improvements to the transportation infrastructure.

The Governor's 25 year vision identifies alternative funding solutions, including optimizing public-private partnerships, reducing dependency on federal dollars, taking advantage of historically low interest rates to enhance the ability to fund projects with bond strategies, and presenting target revenue recommendations to the general assembly for consideration in 2015 long session. NCDOT has proposed a more than \$1 billion transportation bond to assist critical issues with limited funds. This bond will help to bridge the transition gap to the new funding formula and help startup the 25 year vision by paying for transportation projects which have completed planning documents or are partially constructed to meet the immediate needs of the state. Pulliam emphasized this bond is still in the proposal stage and that the idea behind it was to look for projects submitted through the STI process, where they would otherwise be stuck on a shelf for many years.

Another component of the plan is to evaluate the results of the STI process. NCDOT has the results of all the local input points and their allocation processes to explain their full regional, or divisional, impact. Pulliam explained there were early indications of local area projects that worked well together to determine which were more important in their localized area. Using the STI process to calculate the quantitative score of a project, combined with the use of local input points did as expected and elevated the priority of some projects. If a project becomes funded from the STI, then another slot will remain open for a project to be selected for the bond process. Pulliam confirmed with the TAC that the bond must still go before the general assembly at the long session and receive appropriate approval before becoming official. She also explained the bond is not a voter approved bond because it is simply asking for permission to leverage bond capacity that already exists and is available to the state.

Many of North Carolina's successes towards becoming a place where people want to live are thanks to hard work and coordination, such as with the MPO, City, County, and local municipal planning processes. While the country's overall population growth is slowing, North Carolina's population is expected to grow to more than 12.5 million by 2040. Around 64% to 74% of the population will be concentrated within the central region of the state. In order to determine the best funding solutions and which projects to submit will be up to all people in North Carolina working together. With limited resources, being proactive is the best way to ensure ongoing success into the state's future.

Pulliam thanked everyone for their continued partnership in addressing the formerly mentioned challenges, and for working together to strengthen this region and the state. NCDOT has a tweeter feed and a website where one can read more about the 25 year vision. The tweeter feed is #ncvision25, and the website address is [ncvision25.gov](http://ncvision25.gov). Pulliam also wanted to thank the NCDOT communications department for their support in creating the videos and pamphlets used and handed out during her presentation.

Nancy Vaughan asked for the reasoning behind administering the North Carolina coastal area into different economic regions, as shown on the map used to divide the state into 4 different economic regions. Pulliam explained the division is based on a geographic context of coastal area bordering sound vs. ocean.

Vaughan followed her previous question commenting that NCDOT's plan is not a voter approved bond, but a bond to be approved by the general assembly. Vaughan asked if there was any understanding on the likelihood of the bond passing the legislature. Pulliam stated she was not completely certain, but felt it was likely to pass. Bonding capacity that has already been used through voter referendums and paid down by the state will be reused. This quality of the plan allows the use of existing loan structures and places it within a good position to be accepted. As a result of STI, new projects will prioritize well and will be seven to ten

years away from any type of right of way or utility movement, and wishes are to continue the same momentum that has been built over the last several years.

Cheryl McQueary commented that North Carolina's leadership is collectively aware of the need to design more effective methods of generating funds and expressed an optimistic review of the plan. Under both the administration of Governor Purdue and Governor McCrory, the same transportation priorities have been recognized, as well as the need to pay for them.

Vaughan thanked Pulliam for the presentation and introduction to the NCDOT 25 Year Infrastructure Plan.

## **2. Piedmont Together: Presentation & Resolution of Acknowledgement**

Mark Kirstner introduced the Piedmont Together regional plan which is a comprehensive project designed to build a more resilient, prosperous economy and a better quality of life for North Carolina Piedmont Triad residents. Kirstner noted that he will be presenting on what has been done pertaining to the plan and in what direction the plan is moving. He will be seeking resolutions of support for Piedmont Together from the MPOs within the region, including Greensboro. Kirstner stressed the strong commuting patterns into Guilford and Forsyth counties from their outlying counties, and the transportation connections between the Mecklenburg, Triangle, and Triad regions. There has been a strong effort in reaching out to the people within the region including an email listserv of about 2,000, various regional events, and direct community outreach engagements within High Point, Greensboro, and Winston-Salem. One of the main components of the plan is focused on equity.

Kirstner explained that the plan consists of 16 goals, 172 objectives, and 259 strategic actions focused on the areas of housing, transportation, health, places and spaces, and jobs. The jobs portion was developed under a separate strategy led by the Piedmont Triad Regional Council under state and federal funding, but has become the comprehensive economic development strategy focused on four key areas: develop an economic competitive advantage, build on and invest into regional infrastructure, invest in the talent cluster of human capital and the support systems, and create vibrant communities. In respect to housing, the plan considers new housing projects within "opportunity areas." Opportunity areas have access to public transit, are not in low income areas, and close to jobs. Most recent research indicates that people want more walkable communities and access to various modes of transportation. Kirstner also pointed out recent studies showing that out of 140,000 new housing units constructed, 70% of those need to be multi-family, part of a generational shift away from detached single family homes. To promote health, the plan has sponsored three different studies. One study focused on creating a business plan for incubator farms where individuals learn how to farm. Another was to review best regional designation for cold food storage and their location. The third study involved collecting data on the importance of agriculture within the region.

For the area of transportation, one of the pillars of the plan is finding a solution to the issue that the region has higher than average transportation and housing costs when compared to other regions. Another concern within the plan is to review freight as a major component to the local economy and more so than has been done in the past. Two online tools have been developed to observe transportation infrastructure. One tool combines various GIS layers, such as transportation routes, bus routes, points of interest, and truck terminals, and the other tool represents housing data within Census tracts. The tools become very useful when combined to review how the quality of transportation matches certain Census tract characteristics.

An important way Piedmont Together received community feedback was by reaching out to different communities and having local design teams build design concepts incorporating smart growth principles based off input from what residents wanted to see. The results were largely positive as communities were able to visualize the impact of their feedback.

Kirstner noted that Piedmont Together encourages more mixed-use, multi-story development as studies have shown that mixed-use development performs better on a revenue per acre comparison. An example of this compared a Wal-Mart development to a 6 story, mixed use property in downtown Winston-Salem. The Wal-Mart generated \$2.64 per acre, while the 6 story, mixed-use property generated \$45.19 per acre. This

would generate greater city revenue to use towards creating a better quality of life.

Kirstner explained that they reviewed different scenarios incorporating various growth principles. One scenario focused on current trends, another ‘connections’ scenario focused on transportation and transit, a ‘conservation’ scenario focused on preserving natural resources and rural areas, and an ‘efficient’ scenario focused on concentrated development in urban cores. A fifth model incorporated a hybrid mixture of all the better qualities from the other models. The ‘connections’ scenario proved to be the poorest performer for reducing transportation costs resulting from sprawling development. The hybrid scenario was the best overall performer.

With regards to implementing the regional plan, there is a consortium of 63 members who meet monthly. Financial assistance was just received from the Community Foundation of Greater Greensboro to develop an organizational structure and hire part-time staff. For those who are interested, Piedmont Together will offer updates of their activities through email.

The economic development strategy has led to the formation of the Regional Development Corporation through the Piedmont Triad Regional Council, mostly replacing the work of the Piedmont Triad Partnership used in promoting the region and its regional strategies. This will also open access to federal assistance from the Economic Development Administration.

Other elements of Piedmont Together include a Brownfield study, a Regional Equity Profile, freight modeling, and a regional housing plan. The Piedmont Triad Regional Council received a grant for a Brownfield study along the Business 85 corridor. This study is important so that all the areas along the corridor with old abandoned mills can take advantage of investments in the property. The freight component is being developed by PART and the MPOs to become included into the Regional Travel Demand Model. In addition, the Regional Equity Profile will describe job opportunities by socio-economic characteristics and provide strategic and workable action items to deal with regional inequities.

Jeff Phillips inquired if Piedmont Together was associated with Agenda 21. Kirstner stated that it was not.

Cheryl McQueary referenced Items 1 and 2 in the resolution, and asked if any planning principles would require changing if the resolution was to be accepted. She also referenced Item 4 where it was stated there will be an appointed representative to the Piedmont Together consortium, asking if that requirement was already filled or someone new must be appointed and what financial impact would that cause. Tyler Meyer explained that the plan would not be a major shift from present MPO planning, but would only build onto current techniques, such as expanding on freight modeling. The core areas of responsibility within the consortium are consistent with current roles. Kirstner added that the resolution would not create a new position and there would not be any new cost. Elaborating on the agenda of the consortium, Kirstner explained the idea is to encourage more active involvement, awareness, and education. Meyer pointed out the resolution is not a binding resolution for participation, but a general statement requesting participation which is aligned with current MPO plans.

Jamal Fox moved to approve the Resolution of Acknowledgement for Piedmont Together: A Comprehensive Regional Plan. Marikay Abuzuaiter seconded the motion. Jeff Phillips abstained from the vote. The Resolution of Acknowledgement for Piedmont Together: A Comprehensive Regional Plan passed with a vote of six in favor and one abstention.

### **3. Division Engineer Updates**

Mike Mills discussed some key projects around Greensboro including the construction of the Urban Loop and various interchanges. Mills presented work taking place for the I-5110 project around NC 68, Old Oak Ridge Rd, and Bryan Blvd where preparations for bridge construction are under way. The work is about 10% complete, but construction is about to pick up a faster pace. Mills next pointed out active work in progress for the Western Loop, including construction of the interchange on Battleground Ave, grading near

Drawbridge Rd and Horse Pen Creek Rd, and construction of a retaining wall for the Horse Pen Creek Rd Bridge.

Work has just recently started for the Eastern Loop. A proposed installation of an interchange is currently active near Huffine Mill Rd. Preparations are being made for a new bridge which will cross over US 70 with developing the field, embankment, and sedimentary basin where US 70 and I-40 cross. Cranes have already been moved into place to start the bridge construction.

Mills commented that plans for the construction of the new US 220 South are to hopefully be completed by the end of October, at which time construction of various structures crossing over US 220 will commence. A good deal of work still needs to be completed on the project, but the October deadline is necessary to begin the following construction plans. The construction taking place for the diverging diamond on High Point Rd crossing over I-73 will create better traffic flow with the combined use of traffic signals and on/off ramps proving for an overall better design. Current activity includes construction of the ramps, bridge, and new High Point Rd crossover.

The final update concerned the Greensboro Science Center signage. Due to a recent expansion, the Science Center voiced a need for improved signage. Presently signs exist at US 29 and the Cone Blvd interchange, and one will be added in Rockingham County at US 220 as construction completes. There are plans in progress to design more, possibly around the I-40 and Randleman Rd interchange, and on I-85 near Holden Rd. A temporary measure is being considered to remove signage from I-73 and Bryan Blvd, but Mills believes the permanent signage will be placed on the Urban Loop near Lawndale Ave where most visitors will arrive.

Nancy Vaughan noted that an email was received from Mr. Matheny expressing gratitude from the Science Center for the new signage and thanked NCDOT for making that happen.

Referencing the US 220 project, Dena Barnes asked for clarification towards the order of completion of I-73 and US 220. Mills stated that US 220 traffic will be shifted at the end of October to a new roadway so certain structures can be constructed over the existing US 220. The I-5110, US 220, and Western Loop projects are all set to be completed by the end of 2016.

Alan Branson asked how many diverging diamond interchanges presently exist within North Carolina and if such a design will be ideal for tractor trailer traffic. Mills answered that one has been constructed in Charlotte, one has been proposed in Winston-Salem, and this will be the first in Division 7. The diverging diamond is more bicycle and pedestrian friendly than the commonly used single point interchange. Mills stated that tractor trailer traffic was a consideration and turns have been made wide enough for such traffic. He also noted that this type of interchange should prove to be better since the left turns will not be made against opposing traffic.

Citizen Charles Pietortin asked if the diverging diamond was a European invention or US and would the design create safer traffic flow in all directions equally. Mike Mills stated he was not sure about the origins of the interchange design, but believes the original design is American and traffic flow in all directions would be safer due to a narrower footprint and the use of traffic signals. Craig McKinney added that the diverging diamond design has an estimated savings of \$3 million in construction costs compared to the single point design.

#### **4. Project Updates**

Tyler Meyer discussed locally administered projects scheduled for authorization in fiscal year 2014 and their progress. Out of 11 total pending projects, 6 received authorization on target and one additional project recently received authorization. The authorized projects include a substantial amount of construction, including 5 miles of sidewalk construction on East Wendover in District 2. Bidding for the construction contract on the Fleming Rd and Isaacson Boulevard connector has completed and the project should soon go into construction. Approval of the Downtown Greenway Phase 2E and 3 project, and the Randleman Rd and Florida St sidewalk construction project are expected in the next few months.

Marikay Abuzuaiter asked Meyer to explain what “agreement delay” refers to concerning the Phillips Ave sidewalk. Meyer responded that the Phillips Ave sidewalk is a project where the City of Greensboro decided to use TAP funds. The following step was to add the project to the State Transportation Improvement Program, which was also completed. The present action needed is for the City to submit a request for agreement which was initiated but not processed for various reasons. The problems were recently fixed and the City is seeking approval to keep the project on schedule.

## **5. Strategic Reports**

Daniel Amstutz highlighted the upcoming Bike Summit taking place at the UNC-Greensboro campus on October 9<sup>th</sup> through the 12<sup>th</sup>. October 9<sup>th</sup> includes training on bicycle traffic for transportation professionals, while the 10<sup>th</sup> through the 12<sup>th</sup> involves speaker sessions with keynotes from Jeff Miller and Tommy Pacello. Jeff Miller is the CEO of the Alliance for Biking and Walking, while Tommy Pacello is from the Mayor’s Innovation Delivery Team in Memphis, TN and will speak about public process input and neighborhood/community revitalization. Mayor Nancy Vaughan, City Manager Jim Westmoreland, and Adam Fischer will also be speaking at the event.

A Better Block demonstration will be held on October 10<sup>th</sup> at the McGee and Elm intersection located by the railroad trestle. Amstutz mentioned that previous week, Jason Roberts, who started the Better Block idea, visited Greensboro and spoke at the Triad Stage. After his presentation, he visited the McGee and Elm area with a group from the Better Block Planning Committee and shared some of his own ideas. The Better Block demonstration is set up to take place between 5:00 and 10:00 pm.

Tram Truong discussed an update on the NCDOT Pilot Bicycle and Pedestrian Counting Program. Training on the program was held September 15<sup>th</sup>, and on September 18<sup>th</sup> and 19<sup>th</sup> permanent bicycle and pedestrian counters were installed at three separate locations (S Elm St, Spring Garden St, and the Lake Daniel Greenway. Truong noted that the next step of the program will be to evaluate and analyze the data collected by the recently installed counters, and to develop a short duration counting program.

## **Other Items**

### **1. Board Member Update**

Cheryl McQueary noted that she and Mike Mills plan doing a presentation on “Smart Streets” for the MPO. McQueary also noted the 25 Year Plan is out, distinguishing four areas where additional revenue can be generated. The funding committee of the BOT has one more presentation to hear on additional ways to generate revenue before making a recommendation.

### **2. Regional Updates**

There were none.

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

*The meeting was adjourned by Nancy Vaughan at 3:44 pm.*