



**TECHNICAL COORDINATING COMMITTEE**  
**Minutes of February 26, 2014**  
**10:30 a.m., Greensboro, NC**  
**3<sup>rd</sup> Floor GDOT Conference Room**  
**Melvin Municipal Office Building**

**ATTENDANCE**

Tyler Meyer	<i>TCC Chair</i>	Bruce Oakley	<i>Town of Oak Ridge</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Scott Whitaker	<i>Town of Summerfield</i>
Craig McKinney	<i>GDOT/MPO</i>	Mike Mills	<i>NCDOT/ Div. 7</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Laura Peoples	<i>Bicycling in Greensboro (BIG)</i>
Tram Truong	<i>GDOT/MPO</i>	Michael Abuya	<i>TPB</i>
Adam Fischer	<i>GDOT</i>	George Linney	<i>COG – GTA</i>
Mark Kirstner	<i>PART</i>	Charles Edwards	<i>NC Center for Global Logistics</i>
Alex Rosser	<i>PTAA</i>		

Tyler Meyer called the meeting to order at 10:34 am.

**Action Items**

**1. Minutes of January 29, 2014**

Alex Rosser moved to approve the minutes of the January 29, 2014 meeting. Mark Kirstner seconded the motion. The TCC voted unanimously to approve the minutes of the January 29, 2014 meeting.

**2. 2013-2014 UPWP Amendment**

Tyler Meyer presented an Amendment to the 2013-2014 Unified Planning Work Program. The Amendment will add \$130,000 in currently unobligated FHWA PL funds left over from FY 2012-2013 that are not currently included in the FY 2013-2014 UPWP and are needed to support this year's work program. The revised total PL funding for FY 2013-2014 would be \$549,209. The remainder of the FY 2012-2013 balance is reflected in the draft FY 2014-2015 UPWP.

Mark Kirstner moved to recommend the 2013-2014 UPWP Amendment to the TAC for approval. Bruce Oakley seconded the motion. The TCC voted unanimously to recommend the 2013-2014 UPWP Amendment to the TAC for approval.

**Planning for the transportation future**

### **3. 2012-2018 MTIP Modification: P-5204 McLeansville Road Railroad Grade Separation & Carmon Road Railroad Crossing Closure**

Tyler Meyer presented the 2012-2018 MTIP Administrative Modification for project P-5204. The Modification will shift right-of-way funding from FY 13 to FY 14 to allow additional time for planning and design.

Mike Mills moved to recommend the MTIP Modification to the TAC for endorsement. George Linney seconded the motion. The TCC voted unanimously to recommend the 2012-2018 MTIP Administrative Modification for project P-5204 McLeansville Road Railroad Grade Separation & Carmon Road Railroad Crossing Closure to the TAC for endorsement.

### **4. 2012-2018 MTIP Modification: U-5306A Battleground – Benjamin – Cone Intersection Improvement Project**

Tyler Meyer presented the 2012-2018 MTIP Administrative Modification for the U-5306A that will shift construction funding from FY 14 to FY 15 to allow additional time for planning and design. The intersection improvement project was selected for State funding under Prioritization 1.0 and received a high score. Per the Strategic Transportation Investments Act, it will not need to be submitted for reprioritization under Prioritization 3.0 since it will be advertised for construction bids before July 1, 2015. The project is currently in the right-of-way acquisition phase and construction bid opening is scheduled for fall 2014. Meyer made an additional note that this project will also finish out the sidewalks through the intersection to connect to the Atlantic & Yadkin Greenway.

Craig McKinney noted that right-of-way was nearly complete and the plans were under review for approval. Advertisement for the project is expected to begin in June and will be let after July 1<sup>st</sup>.

Bruce Oakley moved to recommend the MTIP Modification to the TAC for endorsement. Mike Mills seconded the motion. The TCC voted unanimously to recommend the 2012-2018 MTIP Administrative Modification for the U-5306A Battleground – Benjamin – Cone Intersection Improvement Project to the TAC for endorsement.

### **5. MTIP Administrative Modification: EL-5101DM Lowdermilk /Holts Chapel Sidewalk & Road Upgrade**

Tyler Meyer presented an MTIP Administrative Modification for EL-5101DM that will increase STP-DA construction funding and reflect revised right of way cost estimates and the current implementation schedule. The project will install sidewalks, curb and gutter and increase roadway widths and connect to the NCDOT Rail Division's Lowdermilk-Sykes Realignment and Pine Street Rail Crossing Closure Project.

George Linney moved to recommend the MTIP Administrative Modification to the TAC for endorsement. Mike Mills seconded the motion. The TCC voted unanimously to recommend the MTIP Administrative Modification for EL-5101DM Lowdermilk/Holts Chapel Sidewalk & Road Upgrade to the TAC for endorsement.

### **6. Public Participation Plan Amendment**

Tram Truong presented the Public Participation Plan Amendment that will reflect changes required by the FTA to cover Fare and Major Service Changes and the Program of Projects documents prepared annually by the Greensboro Transit Authority (GTA) and the Piedmont Authority for Regional Transportation (PART). The public outreach efforts will follow Tier II procedures outlined in the PPP. The draft had been presented to the TAC in January and the 45-day period for public review concluded on February 10<sup>th</sup> with no public comments received.

Mark Kirstner inquired if the documents would be made available in the PART offices. Tyler Meyer confirmed that even if the items fell under Tier 1, which would not require distribution to the PART offices, items could be displayed at additional locations when appropriate.

Mark Kirstner moved to recommend Public Participation Plan Amendment to the TAC for approval. George Linney seconded the motion. The TCC voted unanimously to recommend the Public Participation Plan Amendment to the TAC for approval.

## **Business Items**

### **1. Triad: Future of Logistics**

Charles Edwards from the North Carolina Center for Global Logistics presented on the importance of the Triad as a transportation and logistics hub. The North Carolina Center for Global logistics is a business driven educational program founded by four community colleges and led by Guilford Tech with the objective of coordinating logistics education opportunities from high school to graduate level. Employment in the logistics field is expanding and the United States currently has insufficient education and training opportunities for these high-earning careers. The Triad's supply-chain cluster is made up of approximately 60,000 employees in transportation, distribution, and manufacturing. The Triad cluster is one of the largest in the world, larger than the Rotterdam cluster, which should be marketed and promoted more strongly. The Triad has the third densest concentration of Interstates in the US and one of the few areas in the Southeast with double-tracked rail line. Edwards noted that truck drivers are instructed to follow "blue shield" routes and therefore are directed through Greensboro on a section of I-40 called "Death Valley" instead of by-passing congestion on the urban loop. Edwards advised that the Triad accommodate new federal laws requiring drivers to take more frequent breaks by creating more formal rest areas and to prepare future roadway designs in accommodation with current proposals for larger trucks. The Triad has one of the fastest growing intermodal inland container ports in the eastern U.S and is in one of the best locations on the east coast to easily access all of the ports, including the North Carolina ports. The container port grew 75% since last year and will have to relocate if they are unable to expand at their current location. Edwards concluded that the Triad should shape future logistics decisions based on the needs of current businesses and increase promotion of Greensboro's supply-chain to attract potential businesses.

Craig McKinney noted there is a proposed plan to expand the container yard. Edwards noted he thought the adjoining land had been sold for high-end condo development.

Meyer inquired if the trucking companies would make the decision to direct truckers on the I-85 by-pass and Edwards responded that major companies might have the capability to make specific route detail decisions but smaller companies do not have those capabilities.

### **2. Draft 2014-2015 UPWP**

Tyler Meyer presented the draft for FY 14-15 Unified Planning Work Program to guide MPO planning work activities for July 1, 2014 – June 30, 2015. The plan provides for FHWA PL funds of \$457,329 and FTA Transit Planning funds (GTA) of \$111,152. The final document will also contain the MPO Self-Certification finding that ensures the plan is in compliance with all federal regulations and requirements. Major components of the UPWP include updates to the Transportation Improvement Program, amendments to the Long-Range Transportation Plan, completion of the BiPed Plan Update and additional enhancements to the regional traffic demand model to more efficiently incorporate freight traffic. The TAC members were asked to review the document and make any recommendations before the next meeting in March. The 2014-2015 Unified Planning Work Program will be brought to the TAC in March for adoption.

### **3. Coordinated Human Services Transportation Plan schedule**

Dan Amstutz presented the proposed Coordinated Human Services Transportation Plan schedule that was requested in a public comment at the TAC meeting in January 2014 and suggested by the TAC in June 2013 to provide better access for non-profit service providers for Section 5310 funds. The schedule for revising the Coordinated Plan includes holding a public meeting in April, using the input from the meeting in development of a revised document by May, and adopting the update and selecting the projects for Section 5310 at the June TAC meeting to ensure funding for this fiscal year.

#### **4. BiPed Update Progress**

Dan Amstutz provided information on progress towards completing and implementing the BiPed Plan Update. The most recent meeting with BiPed Update Advisory Committee took place on February 3<sup>rd</sup> meetings with the BiPed Update Advisory Committee and focused on feedback for proposed improvements at the Walker/Aycock intersection and infrastructure improvements for pedestrian activities at other intersection corridors and sidewalk gaps.

Tram Truong presented progress on the Sidewalk Evaluation Model where the projects were assigned to tiered priorities based on a quantile classification for each council district. Truong also noted that the NCDOT has selected the Greensboro region to participate in the Bicycle and Pedestrian Counting Pilot Program. The MPO staff met with the NCDOT to discuss the implementation of the permanent counting stations and proposed 6 locations for pedestrian counting stations and 6 locations for bicycle counting stations.

Laura Peoples inquired if the counters could differentiate from pedestrian and cyclists and Meyer confirmed this capability and that the NCDOT was considering allowing the municipalities to maintain permanent ownership of the equipment after the conclusion of the pilot program.

Amstutz provided a review of the Bicycle Friendly Community Feedback Report from the League of American Bicyclists. The top recommendations included completion of the BiPed Update, adoption of Complete Streets Policy, increasing staff time on bicycle projects, and establishing an official Bicycle Pedestrian Advisory Committee.

The Watch for Me NC program aligns well with two additional recommendations from the Feedback Report: expansion of the public education campaign and enforcement of motorist and cyclist infractions. The application for Watch for Me NC is due April 17<sup>th</sup> and the UNCG Police Department has extended their support. MPO staff members are in an ongoing discussion with Greensboro Police to achieve the support from a high-ranking official required by the application.

Amstutz noted the first Bike Month Meeting had taken place on February 24<sup>th</sup> in preparation for Bike Month in May and the Pleasant Garden Bicycle/Pedestrian Plan Steering Committee had their first meeting.

#### **5. Prioritization 3.0 Update**

Lydia McIntyre presented information for the update on the Prioritization Process, including a review of existing project scores and the MPO Methodology for assigning points to projects. After approval from the TAC last month 10 new roadway projects and 20 new bicycle and pedestrian projects were submitted. McIntyre noted quality checking for the projects is expected to continue until the system closes on March 3<sup>rd</sup>. The scores for existing regional and divisional projects will be available by March 31<sup>st</sup> and scores for new regional and divisional projects and existing and new statewide projects will be available May 1<sup>st</sup>.

Meyer noted that NCDOT had originally planned to have existing projects scored in January but extended the deadline to March 31<sup>st</sup> after inconsistencies were noted in preliminary scoring results.

McIntyre noted that changes have been made to the methodology since the last meeting. Step four of the methodology outlines the quantitative and qualitative analysis for assigning the 1700 available points across all modes at both the regional and divisional tier. Points can be donated to and by neighboring MPOs. There are six factors in assigning points with different weights for each factor. Upon the request of NCDOT the MPO staff has developed a matrix to define the calculation of these points. Step five outlines steps for obtaining public involvement and includes: public notice newspaper ads; posters displayed on transit, parking decks, libraries, and recreation centers; press releases; mass emails; Facebook; a newsletter on the MPO and Prioritization Process; and a public review with a minimum of one meeting. Additional strategies identified were to “piggyback” off other meetings and a possible spot on the City of Greensboro website to draw interest.

Amstutz noted that dates proposed for additional TAC meetings conflicted with other dates on the MPO calendar.

---

### **Planning for the transportation future**

## 6. Project Updates

Tyler Meyer presented on several project updates:

*Administrative Modification to the “Greensboro Pedestrian Signals” TAP project:* An Administrative Modification was presented to change the “Greensboro Pedestrian Signals” project to “Greensboro Intersection Improvements: Pedestrian Signals and Accessibility Enhancement Project” to expand the project scope to include wheelchair ramp installations and upgrades. Bruce Oakley moved to recommend the Administrative Modification to the TAC for endorsement. George Linney seconded the motion. The TCC voted unanimously to recommend the Administrative Modification to the “Greensboro Pedestrian Signals” TAP project to the TAC for endorsement.

*EB-5518 Latham Park Greenway:* A public information workshop for EB-5518 Latham Park Greenway will be held on March 17<sup>th</sup> from 4-7pm at the First Baptist Church on W. Market Street and Mendenhall Street.

*A&Y Greenway in Summerfield:* The Town of Summerfield has authorized retaining a design consultant and a selection of design services for the southern section of the A&Y Greenway in Summerfield.

## 7. Strategic Reports:

Meyer noted that the NCAMPO conference will take place in Wilmington from May 14-16.

## Other Items

### 1. NCDOT Update

Mike Mills noted that the status report had been distributed.

### 2. TCC Member Updates

Mark Kirstner announced the Piedmont Together summit will be on March 27<sup>th</sup>. Jeff Speck, author of Walkable City, will be the keynote speaker and a workshop leader.

### 3. Wrap-Up

The next TCC meeting will take place on March 26<sup>th</sup> at 10:30 am in the 3<sup>rd</sup> Floor GDOT Conference Room.

The meeting was adjourned by Tyler Meyer at 12:02 pm.