



TRANSPORTATION ADVISORY COMMITTEE
Minutes of August 26, 2015
2:00 p.m., Greensboro, NC
2nd 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>	Tram Truong	<i>GDOT/MPO</i>
Alan Branson	<i>TAC Member, Guilford County</i>	Dan Amstutz	<i>GDOT/MPO</i>
Cheryl McQueary	<i>TAC Member, NCDOT BOT</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Dena Barnes	<i>TAC Member, Town of Summerfield</i>	Mike Mills	<i>NCDOT Division 7</i>
Laura Peoples	<i>Bicycling in Greensboro (BIG)</i>	Mark Kirstner	<i>PART</i>
Chandler Hagen	<i>Bicycling in Greensboro (BIG)</i>	Fredrick Haith	<i>Winston-Salem DOT</i>
Taruna Tayal	<i>VHB</i>	Justin Outling	<i>City of Greensboro City Council</i>

Nancy Vaughan called the meeting to order at 2:11 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.

2. Approve Minutes of June 24, 2015

Cheryl McQueary moved to approve the minutes of the June 24, 2015 meeting. Jeff Phillips seconded the motion. The TAC voted unanimously to approve the minutes of the June 24, 2015 meeting.

Planning for the transportation future

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

There were none.

4. Public Comments

Laura Peoples, outgoing Executive Director for Bicycling in Greensboro (BIG), introduced Chandler Hagen as the new Executive Project Manager for the advocacy group. Peoples noted she would continue to volunteer with BIG.

Peoples noted that during construction of the Urban Loop between Horse Pen Creek Rd and Battleground Avenue the contractor has removed the Bicentennial Greenway connection along Drawbridge Parkway. She asked TAC members to consider how to avoid a similar situation on the A&Y Greenway route along Old Battleground Road. Steps should be taken to maintain trail access during the construction of the Urban Loop between Battleground Ave and Lawndale Drive because this greenway is frequently used by bicycle commuters as well as for recreational trips between Bur-Mil Park and the Guilford Courthouse National Military Park. Jeff Phillips asked if Tyler Meyer could speak to that. Meyer explained that construction on this section of the Urban Loop is expected to begin in 2016, and a multi-use path bridge will be constructed over the Loop to accommodate the existing connection. However, accommodating the path during the construction will require proactive steps by NCDOT prior to awarding the construction contract, and so deferred the question to NCDOT. Mike Mills noted that while they did not want people traveling through the construction site willy-nilly, a temporary route could be explored and if possible established as a contract provision. He said that he would review the matter further and advise the TAC.

5. I-73 Pavement Rehabilitation (I-5735) MTIP Amendment

Tyler Meyer explained that this Amendment has been requested by NCDOT to move a pavement rehabilitation project for I-73 from FY 2016 to FY 2025. This is the area of I-73 in southern Guilford County near the Randolph County line. Mike Mills noted NCDOT recently resurfaced this portion of I-73 using a different funding source and the amendment just indicates that the next resurfacing on that section is expected in 2025.

Alan Branson moved to approve the I-73 Pavement Rehabilitation (I-5735) MTIP Amendment. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to approve the I-73 Pavement Rehabilitation (I-5735) MTIP Amendment.

6. Local Projects Oversight (M-0505) MTIP Amendment

Tyler Meyer noted that this Amendment will add \$300,000 to the MTIP for NCDOT oversight of locally administered projects for FY 2016-2020. This includes the review and approval of agreements, designs, contracting documents, and environmental documentation. Most of these are City of Greensboro projects but the towns and Guilford County also administer/can administer projects when the need and opportunity arises. This money will come from the State Highway Trust Fund.

Marikay Abuzuaiter moved to approve the Local Projects Oversight (M-0505) MTIP Amendment. Cheryl McQueary seconded the motion. The TAC voted unanimously to approve the Local Projects Oversight (M-0505) MTIP Amendment.

Business Items

1. Prioritization 4.0 Update

Lydia McIntyre noted NCDOT will use the Prioritization 4.0 (P4.0) process to develop the 2017-2027 STIP. Specifically P4.0 is a performance-based process used to guide project selection and allocate state & federal funding. The MPO has its own project ranking process that is used to identify candidate projects to submit to NCDOT for P4.0 and to guide the allocation of local input points. The MPO process will generally stay the same as last year with some minor adjustments to be discussed at the next MPO meeting.

McIntyre said today's presentation will discuss the first step of the MPO process: identify candidate projects. Some changes have been made in the P 4.0 project submittal process. In P3.0, the number of public transportation projects and aviation project submittals was unlimited, with up to 20 bicycle and pedestrian submittals. In P4.0 no more than 14 new projects per mode may be submitted. The number of roadway safety and infrastructure health project submittals is not restricted; however they are prioritized under a separate process not involving local input points. Agencies that may submit projects are: City of Greensboro, MPO Towns, Guilford County Parks & Open Space, GTA, PART, PTIA, and Guilford County (TAMS).

On the P3.0 project status map, projects were categorized as *Committed*, *Existing*, *To Be Removed-Placed in Holding Tank*, or *Deleted*. *Committed* projects are those with right-of-way or construction through 2020. *Existing* projects are unfunded but will be automatically included in P4.0 evaluation. *To Be Removed-Placed in Holding Tank* projects will be permanently deleted unless resubmitted during this round of prioritization. Project data will be retained in case any such projects are resubmitted. *Deleted* projects have been deleted by NCDOT based on new definitions or minimum cost thresholds. The Greensboro MPO had no projects in this last category. Projects listed as *Existing* need to be reviewed by the project sponsors. Any modifications should be sent to McIntyre by August 28. Projects in the category *To Be Removed-Placed in Holding Tank* can always be resubmitted in P5.0 or later if need be.

New projects should be submitted to the MPO by September 30. October 1 is the deadline for switching out or deleting projects. SPOT Online will be open from mid-October to mid-November. Other important schedule highlights are the dates for the release of scores under the Statewide, Regional, and Division tiers. Under P4.0, local input points will be awarded and final scores released for the Regional Needs tier—before local input points are due on the Division Needs tier. Under P4.0 the MPO will have the final funding results for the Statewide and Regional Needs tiers before having to award its local input points to Division Needs projects.

2. 2040 Metropolitan Transportation Plan, MTIP 2016-2025 & Air Quality Analysis

Lydia McIntyre reviewed the 2040 Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program 2016-2025, and the Air Quality Analysis: three federally required documents under development since the beginning of the year. Projects must generally be identified in the 2040 MTP in order to be funded by NCDOT through the P4.0 process. The MTP is multi-modal and long range, covering highways, public transportation, rail, and bicycle and pedestrian. The MTIP 2016-2025 is the short-term program that identifies specific projects scheduled for construction in the area. The MTIP is consistent with the STIP. Finally, the Air Quality Analysis is required for the Greensboro MPO area because the MPO is currently a maintenance area for fine particulate matter (PM 2.5). Although this does make the MPO eligible for additional funding sources to help mitigate the air quality issues, additional analysis is also required to have the MTP approved.

A public meeting was held on August 18th to gather public input on these documents and the 2015 BiPed Plan Update. It was held at Greensboro City Hall at the same time as a City Council meeting to attract more participants. Over 30 people attended the meeting. A public survey is online and available for comments during the public review period, which closes September 14. Staff will request adoption of the 2040 MTP, MTIP 2016-2025, and Air Quality Analysis at the September MPO meeting.

The Greensboro MPO did extraordinarily well in the last round of Prioritization, with several carryover projects funded as well as quite a few new projects as well. Highlighted new roadway projects include: Sandy Ridge Road at I-40 Interchange Improvements; NC 68 at NC 150 Intersection Improvements; US 29/I-40/Bus I-85 Ramp Improvements; Church Street Widening from Wendover to Cone; and Randleman Road Widening from Glendale to Elmsley. Highlighted bicycle and pedestrian additions include: partial funding for the Downtown Greenway Phase 2; Lindsay Street sidewalk from Murrow to Bessemer, north side; Holden Road sidewalk from Meadowview to Spring Garden, west side; Lees Chapel Road sidewalk, from Church to Yanceyville; and Lovett Street sidewalk, from Florida to Freeman Mill. Other major projects include the Western and Eastern Urban Loop, I-73 Connector, and the US 220/NC 68 Connector. The FY 2016-2025 in the MTIP includes almost \$900 million in projects for the MPO area, with \$580 million committed from 2016-2020.

Tyler Meyer pointed out that projects with right-of-way funding scheduled through 2020 are also committed for construction, which accounts for almost all of the projects highlighted. Many new projects were added to the MTIP through the P3.0 process.

3. BiPed Plan Update

Daniel Amstutz presented the draft of the BiPed Plan Update, which has been under development for the past two years. The original BiPed Plan was first adopted in 2006, and as part of this Update much of the analysis and recommendations have been revamped since conditions have changed. Amstutz noted that Mary Brookshire in the City's Print Shop has been enormously helpful in formatting the document and providing graphic design work for the plan.

The 2015 BiPed Plan Update reviews improvements and accomplishments in bicycle, pedestrian, and trails & greenways since 2006; inventories existing conditions, facilities, programs, and policies; identifies improvement needs and priorities for each modal area; and aims to guide future innovations in infrastructure, safety, programs, and policies for the next 20 years. The structure of the plan includes an introductory chapter and three modal chapters for bicycling, pedestrians, trails and greenways. The chapters are similarly organized, with infrastructure, safety, programs and policies, and summary sections. Recommendations from the Towns and their bicycle and/or pedestrian plans were included.

Bicycle Chapter

The recommendations of the Bicycle Chapter include updated bicycle facility recommendations, which were developed through an extensive process of coordination with the Traffic Engineering Division of GDOT, the BiPed Update Advisory Committee, and NCDOT. The original bicycle recommendations from the 2006 plan were used as the starting point for reviewing roadways for the possibility of bicycle lane facilities. Current conditions and connections to existing infrastructure were reviewed, among other factors, to make decisions about where facilities may be possible and warranted. The plan recommends, in centerline miles, 134 miles of bicycle lanes, 10 miles of protected bicycle lanes, 498 miles of paved shoulders, 20.5 miles of other on-road facilities, and 100 new bike racks. Centerline miles were used to compare with the numbers in the 2006 BiPed Plan, although the update recommends changing the way bike lanes are calculated to bike lane-miles. This new calculation method will add up each individual mile of bike lane as opposed to adding it up by the centerline of the roadway.

The chapter also includes a detailed analysis of crash data and countermeasures. Staff used 2007-2012 crash data from the NCDOT Division of Bicycle and Pedestrian Transportation for this analysis, because the data provides rich detail on crash locations, demographics, and crash reasons, among other data. This safety data was used to identify high-crash corridors, intersections, and hot spot areas.

Since 2006 there have been a number of changes in bicycle facility design, most notably the development of cycletracks, also known as protected bike lanes, which were imported from Europe. Protected bike lanes have been endorsed by FHWA, and they recently produced a design guide for it in May 2015. The BiPed Plan Update has identified 10 miles of roadways which could be converted to protected bike lanes. Other innovative techniques include using green paint in bike lanes and intersection designs that provide better guidance and visibility for bicyclists.

Maintenance has been highlighted as a significant concern in reference to bicycle facilities because road diets and other remarking projects are most cost-effective when done after a resurfacing. Part of the reason bicycle facilities have not been added more quickly is that street resurfacing is underfunded. A method being studied by the MPO is scratching and remarking roadways to get bicycle facilities installed more quickly. This is being considered for streets not yet ready for resurfacing but with high potential for bicycle facilities.

General policy & programmatic elements of the Bicycle Chapter include instituting a Complete Streets policy; continuing programs such as Bike Month, the Bicycle Friendly Community program, and the BPAC; creating a new bike map; and reviewing the possibilities for a bike share program.

The map of bicycle facility recommendations includes conventional bike lanes, paved shoulders, protected bike lanes, and sharrows. The protected bike lane projects would be installed on roadways with

considerable overcapacity relative to their traffic, including Church St downtown, the southbound side of Murrow Blvd, and sections of Randleman Rd, Yanceyville St, Holden Rd, Grandover Parkway, and Willoughby Blvd. Sharrows are markings that denote a shared roadway environment, when no space exists for a dedicated bike lane. They have been shown to reduce wrong-way and sidewalk riding, and they also provide a visual cue for bicyclists and motorists about the shared environment to increase awareness. Streets downtown, in particular, would benefit from shared lane markings. This chapter identifies the potential to install over 90 bike lane-miles in the next five years (equates to about 45 centerline miles). This will be done with a combination of road diet projects, narrowing of existing travel lanes on roadways (where wide outside lanes exist), and roadway widenings that are in development. This would bring the number of bike lane-miles in the City to about 114.

Pedestrian Chapter

The Pedestrian Chapter includes an update of the sidewalk priorities identified in the 2006 BiPed Plan. A GIS model was developed and used to identify the most needed locations for new sidewalk. Staff considered input from the BiPed Update Advisory Committee in refining the criteria and relative weights for this. The results match well with the existing priority sidewalk projects and the professional judgment of staff. The sidewalk priorities are separated into Tiers, from Tier 1 (the highest priority) to Tier 4 (lower priority) and then rebalanced to identify top priorities by district to ensure an equitable distribution of recommend improvements throughout the City. All City Council districts have some Tier 1 projects. Additionally, more than 45 miles of sidewalk have been completed within the City by the independent construction program and roadways projects since 2006.

Issues with intersections around the City are also discussed – specifically signalized intersections that need pedestrian signals and curb ramp improvements. Using a similar GIS model, staff identified intersections needing these improvements and ranked them by high and lower priority. A pedestrian signal and curb ramp improvement project will be implemented over the next few years to address these deficiencies. Other intersection improvements such as installation of high-visibility crosswalks or bump-outs for specific areas could not be reviewed during the development of the plan, but this is an important step for implementing the recommendations in the near term.

Similar to the Bicycle Chapter, maintenance issues are a concern, and there is a significant amount of aging concrete and non-standard curb ramps that must be upgraded. Cracked and broken sidewalk is an accessibility issue and greater investment is needed to deal with existing sidewalks, as well as considering the long-term maintenance for new sidewalks.

In addition, the chapter includes a detailed analysis of crash data and countermeasures, similar to the Bicycle Chapter. Staff used the same data the Bicycle Chapter, and identified pedestrian high-crash corridors, intersections, and hot spot areas. General policy & programmatic elements of the Pedestrian Chapter include instituting a Complete Streets policy; using pedestrian-supportive land use policies; continuing programs such as Safe Routes to School, International Walk to School Day, and working with Active Routes to School Coordinators and the BPAC; and having the City apply to be a Walk Friendly Community.

The sidewalk priority map shows where the highest sidewalk priorities have been identified where no sidewalk exists. There are existing projects on many of these corridors already. The plan anticipates that the City will construct almost 100 miles of sidewalks in the next five to ten years through a combination of independent City sidewalk projects and roadway projects.

Trails and Greenways Chapter

Staff closely coordinated with the Greensboro Parks and Recreation Department, the MPO Towns, and Guilford County Parks and Open Space to write the Trails and Greenways Chapter. The trail and greenway recommendations map from the 2006 plan was used as the base, and this map was added to and prioritized for the BiPed Plan Update through a model similar to the sidewalk model. The priorities are inside and outside the City, and it includes town priorities and regional priorities. Tier One projects are high-priority and have considerable ongoing effort behind them, and more than 13 miles are expected to be built in the next five to ten years. The plan recommends more than 460 miles of trails and greenways.

Funding and staffing are concerns for trails and greenways. Additional staffing is needed to promote and program activities for trails and greenways, as well as to plan and develop them. The plan also suggests consolidating some greenway names for existing & future greenways to highlight their regional connectivity, such as the Lake Daniel and Latham Park Greenways.

Maintenance is again an issue. Old greenway pavement is deteriorating, some greenway bridges are undersized, and root heaving and pavement cracking creates a tripping hazard on greenways. The size of the current greenway & trail network, at 112 miles, is enormous considering the small staff that maintains it, and resurfacing and pavement rehab is generally not budgeted for. Recommendations call for dedicated funding for needed greenway system reconstruction and repair including an allocation under the next bond.

Greenway and trail safety issues such as lighting and crime prevention has been addressed in the plan. Staff reviewed crashes on roads near trails & greenways, although there were only a few. Making improvements for greenway and trail road crossings is definitely an important consideration and implementation step for the plan. General policy and programmatic elements for trails and greenways include ensuring appropriate development adjacent to greenways; continuing programs such as the Adopt-A-Trail program, National Trails Day, and Park and Recreation Month; continuing to work with the Fat Tire Society on trail maintenance; upgrading signage standards; and improving mapping capabilities.

The greenways and trails priority map identifies Tier One projects such as the Downtown Greenway, A&Y Greenway to downtown Greensboro and in Summerfield, the Piedmont Greenway, the Vance Arlington Greenway, the N Buffalo Creek Greenway between Elm St and Yanceyville St, and the NE Community Trail Connector to Keeley Park.

Wrap-up and Q&A

The public review period for the plan is underway, and ends September 14. More than 30 people came out to the public meeting on August 18 to look at and review the plan. Staff plans to bring the BiPed Plan Update to the MPO for adoption at the next meeting in September. Hard copies of the plan are available at the offices of GDOT, Guilford County Commissioners, GTA, and PART; the MPO Town Hall offices; and at the City of Greensboro library branches.

Jamal Fox thanked Amstutz for his presentation and inquired where the majority of the future sidewalks will be built. Adam Fischer explained that they will be built in the Tier 1 locations, primarily along major thoroughfares and transit routes. No particular area of the city is being targeted, except to the extent that the area has major thoroughfares without sidewalk. Schools and shopping areas and other locations that have significant pedestrian traffic are also high priorities.

Fox inquired about the greenway connection of the North Buffalo Creek Greenway from Latham Park over to Keeley Park and a timeline for that. Tyler Meyer noted that most of that project is not funded. Amstutz explained that the portion connecting the northern end of the Northeast Community Trail to Keeley Park is funded through a Parks and Recreation bond but he would need to find out more information on the timeline for that project. Fox requested this information from Amstutz.

Cheryl McQueary asked Amstutz if the maps in the BiPed Plan Update could be reproduced in 11x17 format or larger so it would be easier to see the recommendations. Amstutz noted that they had created them in 8^{1/2}x11 sizes to conform to the formatting of the document, but staff could make them bigger for the TAC. Meyer noted that the online versions of the maps are high-quality and one can zoom in on the areas of interest without difficulty. Amstutz noted that Map 3-7 has the sidewalk implementation information.

Fox inquired as to which tier the North Buffalo Creek Greenway from Latham Park to Keeley Park recommendation falls under. Amstutz explained that the phase between Latham Park/Elm St and Revolution Mill/Yanceyville St is a Tier 1 project, representing a “phase one” of the whole project from Latham Park to Keeley Park. Meyer added that the connector between the NE Community Trail and Keeley Park is also Tier 1. Alan Branson commented that the North Buffalo Creek Greenway project is particularly important for the City and the County as it has the potential to impact 150,000-200,000 people. Amstutz noted that Parks and

Recreation recognizes the importance of this connection and is definitely working to promote its development.

Cheryl McQueary inquired if the full BiPed Plan Update includes lists of all the recommended projects for each mode. Meyer noted that this would be done. Currently the plan includes a list of all the recommended on-street bicycle projects and some of the greenway and trail projects. McQueary suggested that the Tier 2 greenways and trails be included in the plan since those will need to be planned for ahead of the completion of the Tier 1 recommendations. Fischer noted that staff will provide a list of the planned sidewalk projects as well and which Council District they fall under. The plan recommends installing 100 miles of new sidewalks in the next ten years and also having more than 100 miles of bike lanes installed within five years. He noted that staff will experiment with scratch and remark projects to achieve the bike lane goal. Sidewalks tend to take longer because of the longer timeframes for design, right-of-way acquisition, and construction.

Nancy Vaughan observed that some people park or put trash cans in bike lanes, such as on Cornwallis Drive. Fischer noted that bike lanes are supposed to be clear of obstructions like parked cars or leaves. Vaughan suggested that greater education of the public is needed on regulations surrounding bike lanes. Amstutz agreed and noted that the issue of obstructions in bike lanes is addressed in the plan and in recommends that greater education is needed going forward. McQueary suggested that staff could reach out to media outlets to write or film a story to raise awareness and educate residents about bicycle facilities.

4. Triad Freight Study Presentation

Lydia McIntyre noted that the study was a regional project to improve the freight component of the regional model. The travel demand model is a computer simulation used to understand current and future traffic growth in the region. Freight is a key component of the region's traffic. PART identified the potential grant funding and participated in the study. Fred Haith from the Winston-Salem MPO took the lead on the project, working with NCDOT and FHWA on the study and the grant funding. This study helps set the region apart from the other regions in the state, and will give the region a more robust freight element.

Mark Kirstner emphasized that the Triad Freight Study included participation from all the Triad MPOs. Although the Freight Study is not a required activity, all the MPOs recognize that freight plays a very active role in transportation in the region. The goal is to develop a freight component to the regional travel demand model. Most travel demand models do not cover freight movement very well, so this is an evolution in travel demand modeling that puts the region on the cutting edge. Phase 1, which they have just completed, has involved the collection of freight survey data to create a freight facilities database. Phase 2 would involve developing and writing code for the advanced freight model to be integrated with the current regional model. Phase 3 will include collecting travel diary data collection and estimating the freight model.

Funding for Phase 1 came partially from a federal grant called SHRP2 C20. Fred Haith from the Winston-Salem MPO applied on behalf of the area and they were awarded \$150,000 to do the study. This funding has helped support the development of Phase 1 and will also be put towards the development of Phases 2 and 3. The Triad has received national recognition for its effort to integrate freight into its model.

Knowing more about freight movements will help inform land use planning, transportation planning, and project prioritization. Specific applications include investigating freight clusters, estimating truck trips, informing land use and zoning decisions, and identifying characteristics supporting freight clusters. Once freight can be modeled better, they can create scenarios, understand the dynamics between congestion and freight, and understand the impacts of land use decisions.

The Triad is a well-connected area for freight, and large companies such as FedEx and Polo Ralph Lauren have recognized that in setting up facilities here. One of the region's major advantages is that the roadway network is relatively uncongested compared to other metro areas. Most items come to us via truck, and by 2040 NC exports are expected to grow by 150%, while imports are expected to grow by more than 200%. The Freight Study ties into the regional plan Piedmont Together via two main goals: 1) to create more transportation choices through the development of safe, reliable and economical transportation infrastructure

services; and 2) to maintain and enhance the region's competitive edge as a freight transportation and logistics hub on the Eastern Seaboard.

Fred Haith discussed the data collection efforts and results from Phase 1 of the study. The Freight Facilities Database has 968 facilities classified by type: distribution center, intermodal facility, major shipper, and retail. Information was collected from Chambers of Commerce, consultants, and individuals with insider knowledge of the freight industry. Haith pointed out that the highest percentage of intermodal facilities is in Greensboro.

The second part of the data collected for the study included surveys from facilities that participated. Out of 800 facilities visited, more than 150 filled out surveys. This is a 20% return on surveys, which is better than the average (typically surveys have a 10-15% response rate). 38% of the surveys came from Guilford County, and 23% came from the Greensboro MPO area. Most freight facilities in the Greensboro MPO have more than 50 trucks per day. Major shippers make up the majority of the freight facilities in the region. However, intermodal facilities, while there are fewer, generate more trucks per facility. Multi Unit trucks make up the vast majority of the truck types on the roadways. Greensboro has a higher number of multi unit trucks on the roads than the regional average.

Mark Kirstner closed out the presentation by discussing project findings. The highest concentration of freight facilities is in Guilford County followed by Forsyth and Alamance County. Major shippers make up the majority of the freight facilities. There are strong relationships between building square footage and average truck trips, as well as the number of truck bays and average truck trips. For long term freight planning, it is important to develop freight supportive policies and investments in infrastructure to assist freight facilities, as it is a job creator in the region. Kirstner also emphasized that the database now has records on over 800 facilities.

Cheryl McQueary noted a few areas where Kirstner and Haith could improve on the study and the presentation. She also inquired as to how the response rate for the survey could be increased. Kirstner noted that they would make a greater effort to collect those surveys as freight becomes a greater part of the model; however they actually did meet the consultant's goal of collecting 150 surveys. He added that freight companies are protective of this data and it can be hard to get. He explained that McIntyre has reached out to the companies to have them identify problem areas that NCDOT and the City can help address, in order to build better relationships with the companies. McQueary requested that Kirstner and Haith present the study to the Board of Transportation in Raleigh.

Jeff Phillips inquired about the handout with comments from freight entities on transportation issues for them around the Greensboro MPO. McIntyre explained that they could not share information about specific locations and companies as they had promised to keep the comments anonymous. The comments have been shared with NCDOT and the City to see what short-term improvements can be made. Adam Fischer noted that the comments are valuable and highlight the difficulty of freight traffic to make that last mile connection between the highway and their destination. There are current projects that will address some of these comments, such as the widening of Sandy Ridge Road. Phillips asked that current projects be overlaid onto the comments map to visually show this. McIntyre noted that staff would do so.

Alan Branson thanked staff for their work on this study, which is of particular importance to him, as a business owner in the freight industry. He offered his assistance to staff on the future phases of the study.

5. Division Engineer Updates

Mike Mills presented pictures of various projects underway in the Greensboro MPO, including the airplane taxiway bridge over Bryan Boulevard; the I-73 Connector; the eastern Urban Loop, including views from US 70 and US 29; and the Urban Loop at Battleground Ave. Alan Branson asked if the interchange at US 29 and the Urban Loop will be the biggest in North Carolina. Mills noted that interchanges in Charlotte will probably be bigger, but it will be one of the biggest because US 29 is planned to be I-795, and it will be built as an interstate-to-interstate interchange.

The roundabout at SE School Rd was opened for traffic before the first day of school, although the project is not yet complete. Mills has not heard any issues about the project so far. Branson noted that he has not heard any complaints from anyone either.

Cheryl McQueary noted that the projects Mills displayed represents \$2.622 billion in infrastructure investments in the Greensboro MPO area. Branson noted that the transportation projects are an impressive economic development boost to the area.

Dena Barnes thanked Craig McKinney and NCDOT for coming out to Summerfield to assist them with some questions they had recently about transportation projects.

6. Project Updates

Craig McKinney noted that the City is waiting for NCDOT approval of the bid price for EL-5101 DG, sidewalks for Randleman Rd and Florida St. In addition, he expects a contract to be awarded for the Cone-Nealtown Extension project by City Council in either September or October. Bids for these two projects came in close to the engineer's estimates unlike the bids for projects noted earlier this summer.

7. Strategic Reports

Tyler Meyer noted that the state budget has not yet been resolved, and the competing transportation funding proposals are still up in the air. At the national level, the Senate has passed a multi-year reauthorization for transportation funding, but it remains to be seen if the House will take it up.

Other Items

1. Board Member Update

Cheryl McQueary noted that the BOT approved Prioritization 4.0 at its August meeting. A referendum on the Governor's Bond Proposal is not likely to occur this year, as the House now wants delay a referendum until 2016, and the Senate has been silent on it. Secretary Tata has resigned so that he may pursue his writing career. Nick Tennyson is the new Secretary of NCDOT.

2. Regional Updates

There were none.

3. Wrap-Up

The meeting was adjourned by Nancy Vaughan at 3:43 pm.