



TRANSPORTATION ADVISORY COMMITTEE
Minutes of January 28, 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>
Alan Branson	<i>TAC Member, Guilford County</i>	Tram Truong	<i>GDOT/MPO</i>
Carla Strickland	<i>TAC Member Alternate, Town of Pleasant Garden</i>	Dan Amstutz	<i>GDOT/MPO</i>
Alex Rosser	<i>PTAA</i>	Mike Mills	<i>NCDOT/ Div 7</i>
Jeff Sykes	<i>Yes! Weekly</i>	Kerry Morrow	<i>NCDOT - TPB</i>
Ophelia Jones	<i>Mayor, Town of Sedalia</i>	Michael Abuya	<i>NCDOT – TPB</i>
Jimmy & Joanne Morgan	<i>County residents</i>	Laura Peoples	<i>Bicycling in Greensboro (BIG)</i>

Nancy Vaughan called the meeting to order at 2:07 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 November 10, 2014

Jamal Fox moved to approve the minutes of the November 10, 2014 meeting. Marikay Abuzuaiter seconded the motion. The TAC voted unanimously to approve the minutes of the November 10, 2014 meeting.

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

There was none.

Planning for the transportation future

4. Public Comments

Laura Peoples, Executive Director of Bicycling in Greensboro, noted that Jesse Day with PTRC will be hosting a Traffic Safety 101 course aimed at transportation planners on bicycle facilities and bicycle safety. BIG will be holding a League Cycling Instructor course in June to certify at least 6 more LCIs to broaden their bicycle safety outreach. Finally, Bike Month is coming up in May and planning will begin later this week.

5. FY 2012-2018 MTIP Amendments: Preliminary Engineering for Selected Prioritization 3.0 Projects

Tyler Meyer presented the FY 2012-2018 MTIP Amendments for Preliminary Engineering for Selected Prioritization 3.0 Projects. NCDOT used Prioritization 3.0 to select nine new Regional and Division Tier roadway projects for inclusion in the FY 2016-2025 State Transportation Improvement Program (STIP). The start date for the FY 2016-2015 STIP is October 1, 2015 but preliminary engineering work is needed now to support timely delivery of these projects. The work will be completed by NCDOT and the City of Greensboro pending future municipal agreements with federal funding reimbursements. This MTIP Amendment will add the planning and environmental study phase to begin work on these projects in FY 2015.

Nancy Vaughan inquired about the scope of the Benjamin Parkway widening project. Adam Fischer responded that it is approximately between Holden Road and Wendover Ave. Vaughan questioned if this section is really in need of widening. Fischer replied that it gets very congested during rush hour and is in need of extra capacity to handle this traffic.

Alan Branson moved to approve the 2012-2018 MTIP Amendments: Preliminary Engineering for Selected Prioritization 3.0 Projects. Marikay Abuziater seconded the motion. The TAC voted unanimously to approve the 2012-2018 MTIP Amendments: Preliminary Engineering for Selected Prioritization 3.0 Projects.

Business Items

1. North Carolina Transportation Network Update

Tyler Meyer introduced Kerry Morrow, Statewide Transportation Engineer from the NCDOT Transportation Planning Branch.

Morrow presented an overview on the proposed network of statewide and regional Strategic Transportation Corridors. The Strategic Corridors are the backbone of the state's transportation system, forming a critical network of multimodal corridors. These corridors move high volumes of freight and intercity travel within the state, form primary links to interstate and international markets, and link critical centers of economic activity and the state's international air and sea ports. It is the cornerstone of NCDOT's updated NC Transportation Network and this update will replace the current Strategic Highway Corridors that is about 10 years old.

NCDOT uses the Strategic Highway Corridors as a planning tool, supporting multiple NCDOT activities, including Comprehensive Transportation Plans, project development, and access management. The Strategic Highway Corridors is being updated for several reasons: to respond to the 2040 Plan directive, to create a more multimodal plan not simply focused on highways, to create a data-driven corridor identification basis, and to focus on high-priority corridors. The Strategic Corridor goals are to provide system connectivity, provide reliable, higher-speed mobility, and to promote economic prosperity.

Morrow described how the Strategic Transportation Corridors were selected in more detail, using the goals of system connectivity, mobility, and economic prosperity as the primary criteria. For system connectivity the corridors identified included those on the national highway system and major railway corridors that carried major rail freight. The mobility goal was used to identify high-volume roadways and railways, including those that carried significant amounts of freight. The economic prosperity criterion was fulfilled by reviewing access to significant activity centers, which included airports, sea ports, military bases, hospitals, colleges and universities, and other high-activity areas. Twenty-five Strategic Transportation Corridors were identified in this manner.

Stakeholder engagement included on-going coordination with MPOs, RPOs, and other key stakeholders, along with two rounds of public review sessions. Public comments generally covered topics such as missing corridors, comments on the methodology, general comments, requests for information/further detail, and requests to remove corridors from consideration. In response to these comments NCDOT eliminated the stratification of corridors into regional or statewide significance, updated the map criteria to incorporate missing elements and consideration of needs in economically depressed counties, and added or extended extra corridors due to the update to the map criteria. There was also a policy comment period where 92 comments were received regarding policy revisions, corridor additions, and methodology questions. NCDOT was able to add additional language to the policy, add US 52 (future I-285), and extend US 158 from US 17 to US 64 in Dare County, but did not make any changes to the methodology.

Morrow explained the difference between the governor's 25-Year Vision and the Strategic Transportation Corridors. The 25-Year Vision reviews the importance of each region of NC and identifies unique challenges, and also explains what will happen to transportation infrastructure if no action is taken, and lays out solutions to better leverage transportation infrastructure. The Strategic Transportation Corridors network identifies the high-priority, integrated multimodal transportation corridors in the state and primarily serves as a planning tool.

NCDOT will present the update to the Board of Transportation in February and will seek its adoption at the next BOT meeting in March.

Marikay Abuzuaiter inquired as to how many people commented on the survey for the project. Morrow noted that there was no survey but 92 people or organizations in total sent her comments between the two review periods.

Nancy Vaughan thanked Morrow for her presentation.

2. Important Facts: State Ethics Act Requirements for TAC Members

Tyler Meyer explained that the State Ethics Commission has revised its procedures and requirements. There is a webinar that the Ethics Commission produced that lays out all the requirements and Meyer encouraged TAC members to review it.

Required TAC Member documentation (Statement of Economic Interest & Real Estate Disclosure Form) must be correctly and completely submitted to the State Ethics Commission by April 15. Members will be fined \$250 for each item that has not been fully submitted by the deadline. If members miss a later deadline after that, there will be additional penalties which may include misdemeanor penalties and additional fines. This could also include removal from being able to serve on the committee until the filing is complete or even permanent removal if it is still not corrected. Meyer recommended that members file electronically and as early as possible to handle any incomplete forms by the April 15 deadline. MPO staff are available as needed to help members with filing.

Carla Strickland inquired how often members needed to file. Meyer responded that members must file the forms every year. Continuing members with no changes to the items tracked on the Statement of Economic Interest & Real Estate Disclosure Form can file a simplified No-Change Form to cover both requirements. Any new members as may be appointed in the future will have to file AND be approved by the State Ethics Commission before taking on their duties as a voting TAC member.

3. Draft Unified Planning Work Program FY 2015-2016

Tyler Meyer presented the draft for FY 15-16 Unified Planning Work Program to guide MPO planning work activities for July 1, 2015 – June 30, 2016. The plan provides for FHWA PL funds of \$389,470 and FTA Transit Planning funds, including the Section 5307 supplement (GTA) of \$161,360. 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 completion of the Transportation Improvement Program and the Long-Range Transportation Plan (LRTP) Update, work on Prioritization 4.0, completion of the BiPed Plan Update, and data collection and model enhancements to the regional traffic demand model. TAC members were asked to review the document and make any recommendations before

the March meeting. The 2015-2016 Unified Planning Work Program will be brought to the TAC in March for adoption.

4. Long Range Transportation Plan Update

Craig McKinney presented progress on the 2040 Long Range Transportation Plan (LRTP) Update. The draft roadway project list has been identified and will be presented for TCC and TAC feedback. This list will have to be provided by next month to the Federal Highway Administration for them to begin their air quality analysis. Public involvement begins February 2nd and continues until March 2nd. The document is being distributed to local public offices including the County Commissioner's office and the Town offices. It is also online and there is a survey the public can take. Public comments will be included when presented to the TAC next month. A public workshop will be held on February 16, 2015 for community input. MPO approval of this list will be needed by March for air quality conformity analysis purposes. There are four maps of projects, the last of which is called "Illustrative Projects" where further analysis for project viability and need must be undertaken. The complete document – including chapters on various modes, discussion of needs and financial planning, and the like – is expected to be brought before the TAC for approval in September. FHWA should release the conformity document in early October, which will conclude the update.

Alan Branson inquired if local residents will be able to review information about the LRTP online. McKinney noted that copies of the document will be available at Greensboro city hall, County Commissioner's office, and at Town Hall offices, as well as online. Residents should go to www.guampo.org to find out more and fill out a survey that will be on the website starting February 2.

5. Draft Transportation Improvement Program FY 2016-2025

The results of Prioritization 3.0 (Regional and Division Needs) are reflected in the proposed FY 2016-2025 State Transportation Improvement Program project listings that NCDOT released in December. Tyler Meyer summarized the process of how these projects were selected, including the initial scoping of possible projects to submit, rank ordering through the NCDOT's data-driven Prioritization evaluation, applying local input points by MPOs, RPOs, and Division engineers, and the public input into the process. The draft STIP shows the outcome of this process, broken out by cost timeframes and types of projects. Meyer noted that all modes are represented, including roadway, transit, bicycle and pedestrian, and air travel. Most of the funds for the PTI airport, transit, and bicycle and pedestrian projects do not come from the state but there are other funds that will make up the difference. There will be many roadway projects taking place in the Greensboro MPO, including the last section of the Urban Loop which is expected to start construction by 2019. Some other smaller projects such as the widening at Aycock and Lee will open up a congested point that will be a big improvement for all modes. Meyer referred to the summary materials and maps developed for the meeting.

Meyer noted that the funding table is broken out into 2016-2020 project costs and 2021-2025 project costs because the first five years of projects on the STIP are considered committed, but the second five years are subject to reprioritization. However, it is possible that this will be changed by NCDOT BOT so that the first seven years are committed for funding. At this time it is not known if this will be changed or not. Meyer noted that the number for the bicycle and pedestrian projects includes some money from the Prioritization 3.0 process for the sidewalk projects and the Downtown Greenway, around \$2 million.

Adam Fischer commended MPO staff for their work on the Prioritization 3.0 process, and Cheryl McQueary (who was not present) for her assistance during the process. He also pointed out that more than \$1 billion is expected to be spent on transportation projects in the next 10 years, including local bond funds spent by the City of Greensboro. Nancy Vaughan also commended MPO staff for their work in getting so many projects into the draft STIP and their coordination with NCDOT staff.

6. Information About the Airport Area Transportation Plan

Adam Fischer presented on the Airport Area Transportation Plan. The PTI Airport is a significant driver of economic development in the Triad. In 2012, staff and local policymakers from Greensboro, Winston-

Salem, High Point, and Kernersville met to discuss which projects they would mutually support in the airport area.

Fischer framed the presentation in the context of the Triad's importance to east coast logistics and commerce. Major population centers such as Memphis, Louisville, Cincinnati, Pittsburgh, Philadelphia, and Washington DC are all within 350 miles or a day's truck drive from the Triad. Within 700 miles, or two day's drive, is the entire east coast. There is a major air cargo center at PTI that carries about 306,000 tons per year. The closest deep water port is in Norfolk and it is expected to receive more cargo with the expansion of the Panama Canal. Larger ships will be able to carry more cargo into port. There is a direct railroad line from Greensboro along Norfolk Southern's rail lines to Norfolk, which also has an intermodal port in Greensboro. The Triad is centrally located in relation to the highway, air, sea port, and railway networks.

Fischer then highlighted several current and proposed future airport area roadway projects of interest to the MPO and its Triad partners. Current projects include West Market Street, NC 68/US 220 connector (future I-73), Macy Grove Road, the Winston-Salem Eastern Loop, US 52 improvements, US 158 widening, Union Cross Road widening, Skeet Club Road widening, and Johnson Street/Sandy Ridge Road. Future projects include the Sandy Ridge Road improvements/extension, Winston-Salem Urban Loop, Bryan Boulevard Extension, and the proposed I-73/I-74 Connector. Fischer then provided information about these projects. One notable point is that the I-40 Connector project, which would have created an interchange where I-40 and Business I-40 come together in Kernersville, has been removed from the Greensboro LRTP due to the infeasibility of the project, the lack of public support, and the fact that the benefits the project would provide do not appear to be sufficient to justify such a large-scale investment.

Fischer noted that it was not likely that both the Bryan Boulevard Extension and the I-73/I-74 connector would be built, and that only one was necessary to provide improved east-west travel. However it is a very long term project that may be needed in the future to facilitate further economic development. The project will be reevaluated jointly with the Winston-Salem MPO and NCDOT prior to the next LRTP update. Fischer also discussed the PTI Airport expansion plans and the feasibility of adding another runway to the airport. There are questions about the need for the extra runway and whether the runway at the Winston-Salem Airport could be used instead.

7. Institute of Transportation Engineers Traffic Signal Program Award

Adam Fischer explained that the City of Greensboro had submitted an application for an award from the International Institute of Transportation Engineers for the traffic signal system and were awarded for Best Project Achievement. The traffic signal project included adding more than 50 traffic cameras and connecting all 450 signals throughout the city with fiber optic cable. About half the signals in the city are owned by NCDOT but operated by the city, and this was a unique partnership to upgrade the signals. At the same time the city put in an extra \$1 million to connect city facilities with fiber optic cable to upgrade the communications network for the city. The traffic signals run over an Ethernet/IP protocol, the first of its kind in the state. Fischer said that the city is extremely confident that the system cannot be hacked into even though these two systems are joined together.

8. Division Engineer Updates

Mike Mills noted that many projects are underway and his report is in the package. The construction of the Western Loop, Eastern Loop, and Neelley Road interchange are some of the bigger projects being worked on. Mills also noted that there will be two public meetings about the draft STIP in Division 7: March 23 in Hillsborough, and March 26 at the Division offices in Greensboro.

9. Project Updates

Tyler Meyer noted that the City had just received approval to begin a contract for the Aycock and Walker intersection improvement.

10. Strategic Reports

Daniel Amstutz presented on several strategic reports:

FHWA Safety Assessment – At the Pro Walk Pro Bike Pro Place conference in Pittsburgh last September, Secretary Anthony Foxx announced a new initiative of USDOT called Safer People, Safer Streets. Although automobile-related injuries and fatalities have been declining in recent years, since 2009 bicycle- and pedestrian-related injuries and fatalities have been on the rise, comprising 16% of all traffic fatalities in 2012. This initiative follows a recent trend by USDOT to better accommodate and provide guidance for bicycle and pedestrian facilities and safety. Bicycle and Pedestrian Safety Assessments are an action step of the Safer People, Safer Streets initiative and all state FHWA division offices are required to coordinate one in their state. Greensboro applied to be the host city for NC and was notified of being selected at the beginning of January. MPO staff recommended performing the assessment at the Aycock and Walker intersection, which has been the site of many pedestrian crashes. The event is expected to be held in April or May.

Mayor's Challenge for Safer People, Safer Streets – Another extension of the Safer People, Safer Streets initiative is the Mayor's Challenge, which is a year-long effort kicking off in March with a summit in Washington DC. The Call to Action includes:

- Issue a public statement about the importance of bicycle and pedestrian safety
- Form a local action team to advance safety and accessibility goals
- Take local action through the challenge activities

The seven challenge activities are:

1. Take a Complete Streets approach
2. Identify and address barriers to make streets safe and convenient for all road users, including people of all ages and abilities and those using assistive mobility devices
3. Gather and track biking and walking data
4. Use designs that are appropriate to the context of the street and its uses
5. Take advantage of opportunities to create and complete the ped-bike networks through maintenance
6. Improve walking and biking safety laws and regulations
7. Educate and enforce proper road use behavior by all

Amstutz noted that the City is already taking action on several of these activities in some way or another. The City plans to pursue this challenge and determine the best way to take action on it.

Nancy Vaughan said that she had been notified about it and agreed that the city should pursue it.

BiPed Update Advisory Committee Meeting – There will be another meeting of the BiPed Update Advisory Committee on February 3 to go over the bicycling recommendations and get feedback on paved shoulders and bicycle lanes. Staff has been focusing on identifying high priority and short-term projects to implement within the next few years.

Other Items

1. Board Member Update

(As the Board Member was not present, there was no update.)

2. Regional Updates

Mark Kirstner noted that PART has started a revised Route 4 through Alamance County that will connect up with Triangle Transit in Mebane. The route will start at the PART hub and frequency will be increased to four runs instead of two. It will not stop at the Greensboro Depot because the schedule will not allow. This is the first connection between two regional transit systems in NC, and perhaps the country.

Kirstner noted that the Piedmont Together project has a part-time employee working on it and has been focusing on equity in transportation. Kirstner quoted several statistics regarding poverty in the Triad and Greensboro in particular. He noted that providing transportation choices including transit, walking, and

biking are important to creating equity in transportation.

Nancy Vaughan thanked Kirstner and the work of PART on this issue.

3. Wrap-Up

The next TAC meeting will be held on February 25th at 2:00 pm on the 2nd floor in the Greensboro Council Chambers.

The meeting was adjourned by Nancy Vaughan at 3:20 pm.