



**TECHNICAL COORDINATING COMMITTEE**  
**Minutes of Mach 23, 2016**  
**10:30 a.m., Greensboro, NC**  
**3<sup>rd</sup> Floor GDOT Conference Room**  
**Melvin Municipal Office Building**

**ATTENDANCE**

Tyler Meyer	<i>GDOT/MPO</i>	Pat Wilson	<i>NCDOT Division 7</i>
Craig McKinney	<i>GDOT/MPO</i>	Kelly Larkins	<i>PTRC/PTRPO</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Mark Kirstner	<i>PART</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Bill Bruce	<i>Town of Oak Ridge</i>
Tram Truong	<i>GDOT/MPO</i>	Oliver Bass	<i>Guilford County Planning</i>
Adam Fischer	<i>GDOT</i>	Matt Wallace	<i>Guilford County Parks &amp; Open Space</i>
Michael Abuya ( <i>by phone</i> )	<i>NCDOT TPB</i>	Hanna Cockburn	<i>GSO Planning Dept</i>
George Linney	<i>GTA</i>		

**Tyler Meyer called the meeting to order at 10:36 am.**

**1. Approve Minutes of January 27, 2016**

Mark Kirstner moved to approve the minutes of the January 27, 2016 meeting. Michael Abuya seconded the motion. The TCC voted unanimously to approve the minutes of the January 27, 2016 meeting.

**2. Bike Month Resolution**

Daniel Amstutz noted that staff are working on events and programming for Bike Month in May. The calendar of events is not yet complete, but there will be more discussion of Bike Month events during the Bicycle and Pedestrian Updates Business Item later on in this meeting. Staff are requesting approval of this item for the MPO to declare May as Bike Month and support the activities that will take place in May.

Hanna Cockburn moved to recommend the Bike Month Resolution to the TAC for approval. Bill Bruce seconded the motion. The TCC voted unanimously to recommend the Bike Month Resolution to the TAC for approval.

**3. FY 2016-2025 MTIP Statewide Program Amendment: Signal Retiming (W-5700)**

Tyler Meyer explained that project W-5700 is an umbrella project number providing for various signal retiming work by NCDOT around the state. The project is broken into Division, Regional, and Statewide Needs to facilitate STI accounting. The funding has been broken down the same way as STI funding, with

**Planning for the transportation future**

40% going to statewide projects, 40% to regional projects, and 30% to division projects. The funding source is federal highway safety funds in the amount of \$2 million for FY 2016 and \$1.5 million per year from FY 2017-2020. NCDOT has already amended the STIP accordingly and is asking the MPO to follow suit to allow NCDOT to implement projects under W-5700 in the MPO area as needed.

Kelly Larkins moved to recommend the FY 2016-2025 MTIP Statewide Program Amendment: Signal Retiming (W-5700) to the TAC for approval. Mark Kirstner seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Statewide Program Amendment: Signal Retiming (W-5700) to the TAC for approval.

#### **4. FY 2016-2025 MTIP Statewide Program Amendment: Safe Routes to School (SR-5001)**

Tyler Meyer noted that SR-5001 is an umbrella project to group together Safe Routes to School (SRTS) improvements for NCDOT to implement. SRTS funding is originally from the SAFETEA-LU transportation act and this is old funding that NCDOT is spending down. It may be used for spot safety projects around schools and possibly other uses. \$3.1 million will be included in FY 2016 and \$500,000 will be included in FY 2017, and this is likely to be the last of the SRTS money. NCDOT has already amended the STIP accordingly and is asking the MPO to follow suit to allow NCDOT to implement projects under SR-5001 in the MPO area as needed.

Daniel Amstutz inquired as to how NCDOT will be choosing locations and projects to use the rest of this funding. Meyer said it was not clear but surmised that the NCDOT Bicycle and Pedestrian Transportation Division will work with local Division Offices to determine appropriate locations. Pat Wilson explained that the Division Office used to have SRTS funding to use for projects; however, now that is being handled by the statewide unit. Divisions may need to compete for the funds statewide as opposed to having a certain amount earmarked for each Division. Meyer said project selection was probably not going to be through STI but through the NCDOT Bicycle and Pedestrian Transportation Division.

Adam Fischer moved to recommend the FY 2016-2025 MTIP Statewide Program Amendment: Safe Routes to School (SR-5001) to the TAC for approval. Hanna Cockburn seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Statewide Program Amendment: Safe Routes to School (SR-5001) to the TAC for approval.

#### **5. FY 2016-2025 MTIP Amendment: Lees Chapel Road Sidewalk (EB-5714)**

Tyler Meyer explained that the Lees Chapel Road Sidewalk project was selected for construction funding by NCDOT under Prioritization 3.0 using SRTS funds. This project is planned to be implemented through project EL-5101 DL using CMAQ and STP-DA funds, and the original idea was to supplement funding for this project with SRTS funds. However, SRTS funds have specific requirements and criteria and NCDOT has determined that SRTS funds should not be mixed with other federal funds. EB-5714 was created as a standalone project for the Lees Chapel Road Sidewalk with SRTS funds; since this project will be implemented in EL-5101 DL, NCDOT has agreed to allow the MPO to use these SRTS funds for Lovett Street Sidewalk (EB-5712) and Holden Road/Lindsay Street Sidewalks (EB-5716), which are expected to be more costly than expected. These projects were also selected for SRTS funding in P3.0. EB-5714 will be deleted from the MTIP by this action and the funds will be moved in subsequent actions at this meeting.

Adam Fischer noted that the Lovett Street sidewalk project has been under development for some time and inquired if this action will delay that project at all. Meyer said that it would not, as Lovett Street Sidewalk is queued up for construction later this fiscal year and the municipal agreement with NCDOT has already been processed. The funding increase for the project has also been coordinated with NCDOT. The project has been delayed in the past for various other reasons, including a need to wait for Water Resources to do water/sewer utility work before constructing the sidewalk.

Adam Fischer moved to recommend the FY 2016-2025 MTIP Amendment: Lees Chapel Road Sidewalk (EB-5714) to the TAC for approval. Pat Wilson seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: Lees Chapel Road Sidewalk (EB-5714) to the TAC for approval.

## **6. FY 2016-2025 MTIP Amendment: East Lindsay Street Sidewalk (EB-5717)**

Tyler Meyer explained that the East Lindsay Street Sidewalk project was also selected for construction funding by NCDOT under Prioritization 3.0 using SRTS funds. This project was given its own project number, EB-5717. However, Ed Johnson, the Safe Routes to School Coordinator at NCDOT, suggested adding the scope of EB-5717 to the Holden Road Sidewalks project (EB-5716), which is also receiving SRTS funds. Combining the scopes of these two projects under one TIP number will simplify the administration of them. This action deletes EB-5717 from the MTIP. A following action item at this meeting will add the scope and funding of the East Lindsay Street Sidewalk project to EB-5716.

Mark Kirstner moved to recommend the FY 2016-2025 MTIP Amendment: East Lindsay Street Sidewalk (EB-5717) to the TAC for approval. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: East Lindsay Street Sidewalk (EB-5717) to the TAC for approval.

## **7. FY 2016-2025 MTIP Modification: Holden Road Sidewalk (EB-5716)**

Tyler Meyer noted that Holden Road Sidewalk (EB-5716) was selected for construction funding by NCDOT under Prioritization 3.0 using SRTS funds. This action adds the scope and SRTS funding of the East Lindsay Street Sidewalk project to EB-5716 as noted before, as an additional location for this project number. The action also adds some SRTS funding to EB-5716 from the previously deleted Lees Chapel Road Sidewalk project (EB-5714).

Lydia McIntyre asked if the additional SRTS funding is necessary because the project costs have gone up. Meyer explained that the original cost estimates for Holden Road Sidewalk and East Lindsay Street Sidewalk were a little low. Also, the City needs to factor in the costs of using Contracted Engineering Inspections (CEI), which increases the total cost by another 15%. McIntyre inquired if adding CEI costs is necessary for all local projects. Meyer noted that most local projects come under this policy, but perhaps not all of them.

Daniel Amstutz asked how much additional SRTS funding is being added to this project. Meyer noted that the SRTS funding for Lees Chapel Road Sidewalk was around \$170,000. Craig McKinney estimated that about \$100,000 is being added to EB-5716 from the Lees Chapel Road Sidewalk. The rest will be moved to the Lovett Street Sidewalk project in a subsequent action.

Oliver Bass moved to recommend the FY 2016-2025 MTIP Modification: Holden Road Sidewalk (EB-5716) to the TAC for endorsement. Mark Kirstner seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Modification: Holden Road Sidewalk (EB-5716) to the TAC for endorsement.

## **8. FY 2016-2025 MTIP Modification: Lovett Street Sidewalk (EB-5712)**

Tyler Meyer noted that Lovett Street Sidewalk (EB-5712) was selected for construction funding by NCDOT under Prioritization 3.0 using SRTS funds. This action adds the remaining SRTS funding from the previously deleted Lees Chapel Road Sidewalk project (EB-5714) to EB-5712.

Hanna Cockburn moved to recommend the FY 2016-2025 MTIP Modification: Lovett Street Sidewalk (EB-5712) to the TAC for endorsement. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Modification: Lovett Street Sidewalk (EB-5712) to the TAC for endorsement.

## **9. FY 2016-2025 MTIP Amendment: Update Transit Listings**

Tyler Meyer explained that this action is needed to update the transit formula funds to comply with changes that have occurred as a result of the passage of the FAST Act in 2015. The FAST Act established new transit funding levels for FY 2016-2020 and changed some transit funding rules. In addition, the FY 2015 transit formula funding reimbursements were not received in FY 2015 due to some problems FTA was experiencing. There were some issues with new grants management software that FTA was transitioning to at the time GTA applied for reimbursement. In order to draw down those funds, the FY 2015 transit funds need to be added to FY 2016.

Meyer referred to the transit listings table in the handout and presentation. The adjusted numbers include a 1.5% growth rate in funding over time for the transit formula funds. This is a slightly more conservative assumption than what is indicated in the legislation. Although the FAST Act provides for future funding, Congress still needs to appropriate those funds in future actions. Another change has to do with the funds set up for the PART airport transit service. Under FTA rules PART can only charge up to about \$166,000 for operating expenses out of the \$250,000 that the MPO has allocated to them. The rest will be set up for preventive maintenance activities (about \$83,000) and shows up as a new project.

Mark Kirstner asked if Meyer anticipated any questions from the TAC at that meeting in the afternoon. Meyer noted that the changes were straightforward and did not anticipate any controversy about the changes presented.

Mark Kirstner moved to recommend the FY 2016-2025 MTIP Amendment: Update Transit Listings to the TAC for approval. George Linney seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: Update Transit Listings to the TAC for approval.

#### **10. FY 2015-2016 UPWP Amendment**

Tyler Meyer explained that the TAC approved the FY 2015-2016 UPWP in March 2015. The UPWP accounts for planning grants and anticipated work in metropolitan planning and transit planning. Work needs have varied from what was originally estimated, and changes are now needed. This amendment adds \$25,000 to the UPWP from previously unobligated balance; reduces the Special Studies line item by \$15,000; and spreads this \$40,000 across other work items to increase their funding, such as Network & Support Services, Target Planning, and Regional Planning.

Michael Abuya noted that there was a typo in the funding tables. Meyer thanked Abuya for noticing that and noted that staff will correct that error in the final version presented to the TAC and submitted to NCDOT.

Michael Abuya moved to recommend the FY 2015-2016 UPWP Amendment to the TAC for approval. Kelly Larkins seconded the motion. The TCC voted unanimously to recommend the FY 2015-2016 UPWP Amendment to the TAC for approval.

#### **11. FY 2016-2017 MPO Self-Certification**

Tyler Meyer noted that the Annual MPO Self-Certification is a planning process requirement and must precede adoption of the coming year's UPWP. It certifies that the MPO is in compliance with the Clean Air Act, the Civil Rights Act, the Americans with Disabilities Act, and various federal planning process requirements. This should not be confused with the FHWA/FTA certification that is done every four years.

Bill Bruce moved to recommend the FY 2016-2017 MPO Self-Certification to the TAC for approval. George Linney seconded the motion. The TCC voted unanimously to recommend the FY 2016-2017 MPO Self-Certification to the TAC for approval.

#### **12. FY 2016-2017 Unified Planning Work Program**

Tyler Meyer explained the UPWP programs USDOT Planning Grants for 2016-2017, accounting for anticipated work in metropolitan planning and transit planning. The 2016-2017 UPWP will go into effect on July 1, 2016. FHWA "PL" funds are estimated at \$437,141. FTA Transit Planning funds (GTA) are estimated at \$140,800. The UPWP includes accounting and procedural documentation as well. Full details, including funding tables and descriptions of work tasks, are included in the handout.

2016-2017 work highlights include: a potential air quality conformity update for the Jamestown Bypass project to receive funding from HB 97; BiPed Plan implementation such as updating the bicycle route and suitability map, bicycle lane implementation, and developing a Greenway Conditions Index; updating the Long Range Public Transportation Plan; Prioritization 4.0/FY 2018-2025 TIP development; planning performance measures; data collection for the traffic demand model and model enhancements; and a variety of project development activities.

Adam Fischer moved to recommend the FY 2016-2017 Unified Planning Work Program to the TAC for adoption. Mark Kirstner seconded the motion. The TCC voted unanimously to recommend the FY 2016-2017 Unified Planning Work Program to the TAC for adoption.

### **13. Prioritization 4.0 Methodology**

Lydia McIntyre noted that the next step in the P4.0 process will be to assign local points to Regional and Division Tier projects. In order to assign local points, the MPO must have a methodology in place to do that. The MPO Project Ranking Methodology was reviewed by NCDOT and MPO staff before it was released for public review. The methodology must be qualitative and quantitative, with NCDOT emphasizing the quantitative side of the methodology. The six factors of the MPO's methodology for assigning local points are: relative performance in NCDOT's quantitative scoring process (40%); support multi-modalism (bicycle, pedestrian, transit, freight) (10%); identified on the MPO Priority List (15%); feasibility of obtaining funding and construction of project during fiscal years 2018-2027 (15%); impact to local budget (10%); and impact to economic development (10%). McIntyre explained that projects will score better under the "impact to local budget" factor if a local government has local funds to construct the project but the local funds can be freed up by shifting the construction funding to NCDOT. The "impact to economic development" factor will be scored based on whether the project is in an identified economic activity area, such as in a plan or already known to staff. In the methodology, projects will get four points if they perform well or have a positive impact on the factor being assessed; projects will get two points if they perform moderately well or have little or no impact on the factor; and projects will receive no points if they perform poorly or have a negative impact on the factor. In the scoring matrix, these points are represented with the colors green (high), yellow (moderate) and red (low/negative impact).

The methodology was released for public review for 30 days. The public review period ended on March 22. No meeting was necessary for this step in the process. Public notices were placed in newspaper ads; posters were displayed on transit vehicles, at parking decks, libraries, and recreation centers; press releases, mass emails, and Facebook posts were also done to get the word out. Three public comments were received during this 30 day period. Major themes included support of alternative modes (greenways and bike lanes), the Urban Loop, and aviation. The next public review will take place starting in April and ending in May.

NCDOT anticipates releasing scores for all submitted projects, plus the draft statewide funded projects, by March 31. The MPO will be able to begin assigning points in April. Regional Project Assigned Local Points will be submitted to NCDOT by May 31, and the draft list of regional funded projects will be released by the end of July. Division points will be due by September 30 and final scores will be released by NCDOT in October. The draft STIP will be released in December.

Adam Fischer inquired if more projects could be submitted to P4.0 for funding because additional projects were included in HB 97. McIntyre explained that they could not, but the MPO would not need to worry about putting points on those other projects now that they were funded. For example, R-4707, Reedy Fork Parkway, was submitted to P4.0 but was funded by HB 97. They can cross that project off the list and not worry any more about putting points on it or having it compete for funding.

Daniel Amstutz asked about the timing of the May public meeting and if a second public meeting may be needed if the release of the Regional scores changes what may be planned in terms of applying local points to Division needs. McIntyre noted that changing Division points could happen, but staff will have to see what happens. The plan is to make the point assignments for Regional and Division needs and bring them to the public in May. There should be enough information for that meeting to make a decision on point assignments.

Tyler Meyer commented that fewer projects may be funded in P4.0 because there is already a full pipeline of projects underway from P3.0. There is not as much funding left to allocate as before. McIntyre noted that she had heard there may be a delay in the release of the scores but expected that NCDOT would still make the March 31 deadline.

Oliver Bass moved to recommend the MPO Project Ranking Methodology to the TAC for approval. Mark Kirstner seconded the motion. The TCC voted unanimously to recommend the MPO Project Ranking Methodology to the TAC for approval.

## **Business Items**

### **1. Bicycle & Pedestrian Updates**

Daniel Amstutz noted that his presentation will cover three topics: Bike Month, current bicycle facility projects, and the Bicycle and Pedestrian Advisory Committee. Bike Month this year will have similar events as previous years, but the how the events have developed has been different. On May 6, which is First Friday in Greensboro, there will be an Open Streets event in downtown Greensboro. This has taken on a new life because Downtown Greensboro, Inc. (DGI) and ArtsGreensboro want to do Open Streets events on First Fridays from May to August or September. Action Greensboro's SynerG young professionals group is also interested in helping. Details are still being worked out, but the May event should be bike-focused. During Bike to Work Week, which is May 16-20, coffee shops around the city will offer discounts to people who bicycle to their shop. On Bike to Work Day the City will hold the Ride With the City event during lunchtime. There will be a ride to Deep Roots Market for lunch and back. Space will be limited for this event. The Ride of Silence will take place on Wednesday May 18 and will include an event afterwards to celebrate bicycling. Other events in development include bicycle rodeos with schools and Girl Scouts troops, and pre- and post-month events at Geeksboro Coffeehouse Cinema (April 16) and the new cornerstone on the northeast end of the Downtown Greenway (June 4).

Adam Fischer asked if there had been conversations with the Carolina Theater to show bike-themed movies during the month. Amstutz noted that they had not gotten in touch with the theater and have tried to get on the movie schedule for the outdoor movies at Center City Park without success. However the event at Geeksboro will also include a showing of a bicycle-themed movie.

Mark Kirstner recommended an event to show people how to put a bicycle on a bus bicycle rack. All the PART buses have racks on the front of the bus. Hanna Cockburn noted that it can be intimidating to put a bicycle on a bus rack for the first time. Amstutz noted that such a station was set up during the Open Streets event last year and it could be brought back again.

Pat Wilson noted that the fundraising rides listed on the Bike Month calendar typically go out into the more rural areas and it is important that the organizers get in touch with NCDOT to ensure that road work will not require the rides to be detoured. Amstutz said that the fundraising rides listed are just for informational purposes only and staff have not reached out to the ride organizers; however staff will consider that during the finalization of the Bike Month calendar.

Amstutz described four bicycle facility projects the City is pursuing as part of its plan to put in 75 miles of bike facilities in the next five years. They are all related to resurfacing projects that will take place later in the year. The first project will be to install bicycle lanes on Martin Luther King Jr. Drive between Bragg Street and Florida Street. These bike lanes would connect to existing bike lanes south of Florida Street, also on Martin Luther King Jr. Drive, creating a single linear facility that leads to the edge of downtown. The City has been working closely with the neighborhood to ensure that they are supportive of the project. The current lane configuration will be replaced with two travel lanes and bike lanes, curb ramps will be replaced, new crosswalks will be put down, and other issues will be addressed. Staff need to have another meeting with the community to confirm the marking of this project.

The second bicycle facility project is on East Bessemer Avenue between English Street and Huffine Mill Road. The current roadway has two very wide travel lanes and on-street parking. The street is wide enough for two ten-foot travel lanes, bicycle lanes, and on-street parking. The on-street parking will be retained on the eastern side of the road due to the high incidence of on-street parking related to church attendance and the Montessori School. West of the churches towards English Street the plan is to have buffered bike lanes with no on-street parking, which is minimally used anyway. Although the bike lanes won't connect to other facilities yet, west of English Street the roadway is set up for bike lanes in a future project.

The next bicycle facility project is for Hamburger Square in downtown Greensboro. GDOT had submitted a grant application for this project last fall but did not receive it. However GDOT is moving ahead with this project which will resurface the area around Hamburger Square, under the railroad trestle, and around the triangle island near Martin Luther King Jr. Drive. Lanes will be narrowed and bike lanes will be installed. Green pavement markings will be used in conflict areas of the bike lanes, which have been used in other North Carolina cities. Sharrows may be used to connect these bike lanes to the Spring Garden Street bike lanes and the future Martin Luther King Jr. Drive bike lanes.

Hanna Cockburn clarified that the middle lane underneath the railroad trestle will be closed off. Amstutz confirmed this and noted that the current traffic pattern is confusing to drivers. Most of the work will be paint markings, but there will need to be bollards of some kind to prevent drivers from driving in the middle lane under the trestle. Mark Kirstner inquired if there would be a formalized crossing for pedestrians at Davie Street. Amstutz noted that there were problems with this crossing due to the slope and curvature of the road. Cockburn explained that pedestrians are already crossing under the trestle without a crosswalk. Pedestrians are crossing at many different locations to get to the Depot or the Interactive Resource Center, for example. Tyler Meyer noted that this should be studied in more detail before it is finalized and marked to avoid having to redo it later. Amstutz agreed and noted that he will discuss it with engineering.

The last project is on Walker Avenue between South Lindell Street and South Aycock Street. The plan is to install shared-lane markings (sharrows) along the length of this corridor. The Lindley Park Neighborhood Association has been consulted and is supportive of this plan. The roadway is narrow with on-street parking which makes it ineligible for traditional bicycle lanes. Additional public education will be needed because sharrows have been used only in one other location in the city. The Neighborhood Association has requested that the sharrows continue west past the bridge over Wendover Avenue. This will be considered by GDOT.

The first Bicycle and Pedestrian Advisory Committee was held on February 24. The purpose of the meeting was to bring members up to speed on projects staff is working on and discuss the structure of the committee. The committee is expected to meet every other month with the next meeting expected in April, though it has not been scheduled yet. The committee will discuss items such as upcoming resurfacing projects and the development of a new bicycle map.

## **2. FAST Act Update**

Tyler Meyer noted that the FAST Act was passed near the end of 2015. It does provide for some increases in funding for highways and transit. Highway funding will increase by 15% overall by 2020. Transit funding will increase by about 18% over the same period. These amounts are authorized but are still subject to annual appropriations. A competitive bus and bus facilities grant program has been reinstated, with \$268 million in 2016 and growing to \$344 million in 2020. The FAST Act establishes a Nationally Significant Freight and Highway Projects competitive grant program and a five-year, \$6.3 billion National Highway Freight Program. The Surface Transportation Program (STP) has been renamed the Surface Transportation Block Grant Program (STBGP) with a sub-allocation increase of 1% each year up to 55%. The Transportation Alternatives Program (TAP) has been repealed and recreated under the new STBGP with \$835 million in 2016 and 2017 and \$850 million in 2018, 2019, and 2020. The recreation of the TAP program retains the same process and split, but 50% of the reserved TAP funds may now be used for any STBGP eligible project.

There are several key policy changes from the FAST Act. MPOs are encouraged to consult with state agencies that plan for tourism, and natural disaster risk reduction. There are new planning factors to encourage the development of projects and strategies that: improve resiliency and reliability of the system; reduce or mitigate storm-water impacts on surface transportation; and enhance travel and tourism. Capital investments in plans should include strategies to reduce vulnerability due to natural disasters. The Act also says that MPOs should consider the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner. Finally, there are various provisions to accelerate project delivery through the Federal environmental review process.

Daniel Amstutz inquired when the MPO will do another call for projects for TAP funds. Meyer noted that much of the funding is allocated but it will probably be within the next year. There should be additional funding availability in 2016 and 2017.

### 3. Project Updates

Craig McKinney presented on several project updates:

- *U-2524 D Noise Wall Public Meeting:* NCDOT held a public meeting on February 29 to discuss noise walls along the section of the Urban Loop from Battleground Avenue to Lawndale Drive. The meeting was very well attended and public comments are trending in favor of a noise wall.
- *Naco Road Extension:* This project is an outgrowth of the East Guilford Traffic Separation Study. The purpose of the road extension is to reduce the number of at-grade railroad crossings on the track between Greensboro and Raleigh. The study portion of the project is funded. McKinney will meet with the NC Rail Division and consultants in the field to discuss options for the road extension.
- *R-4707 Upcoming Public Workshop:* Three alternatives for the Reedy Fork Parkway interchange reconstruction with US 29 will be presented at a public workshop on April 21 at Bryan Park. After the workshop the merger team will meet to discuss the alternatives. Lydia McIntyre noted that the project will be built in two phases because the bridge over US 29 needs to be rebuilt sooner than the construction schedule for the interchange.
- *U-2525 C Project Field Inspection Meeting:* This is the portion of the Urban Loop from Lawndale Drive to US 29. This will be a final field meeting before the project goes to final design. City staff still need to review the construction plans to see if their comments were addressed at the 25% design stage. This meeting will be April 6.
- *Upcoming Bid Openings:* The bid opening for EL-5101 DO, Downtown Greenway Phase 2e & 3a is expected to be April 14. The tentative bid opening date for U-5306 A Battleground-Benjamin-Cone intersection is May 5. The expected bid opening date for U-5306 C Battleground & New Garden intersection is April 28. These dates are tentative pending any possible addendums to the contracts.

### 4. Strategic Reports

Tyler Meyer noted that the City of Greensboro is hosting the 2016 Conference of the North Carolina Association of MPOs. Transportation professionals, land use planners, and others are expected and encouraged to attend. It will take place from May 11-13 in downtown Greensboro. Meyer encouraged members to register soon because registration fees go up by \$50 after April 18.

## Other Items

### 1. NCDOT Update

Pat Wilson noted that the signs for Gate City Boulevard at Exit 217 on I-40 were recently changed out. Lydia McIntyre asked if NCDOT was planning on doing public education about the new diverging diamond interchange for I-40. Wilson noted that they had done some education with a similar interchange in Winston-Salem and would discuss partnering with the City on this effort with the project engineer.

### 2. TCC Member Updates

Mark Kirstner shared a story about a transit rider for the new PART Route 4 who was receiving parking tickets from Alamance Community College for parking in their lot so they could catch Route 4. PART was able to work with the College to dedicate parking spaces for Route 4 since there was demand for this parking to access the transit bus. Route 4 has been a very successful route since its inception.

### 3. Wrap-Up

The next TCC meeting will take place April 27 at 10:30 am in the 3<sup>rd</sup> Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 12:05 pm.