



**TRANSPORTATION ADVISORY COMMITTEE**  
**Minutes of June 22, 2016**  
**2:00 p.m., Greensboro, NC**  
**2<sup>nd</sup> Floor, Greensboro Council Chambers**  
**Melvin Municipal Office Building**

**ATTENDANCE**

Marikay Abuzuaiter	<i>TAC Chair</i>	Adam Fischer	<i>GDOT</i>
Yvonne Johnson	<i>TAC Member, City of Greensboro</i>	Tyler Meyer	<i>GDOT/MPO</i>
Justin Outling	<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>
Raleigh Stout	<i>Historic Aycock Neighborhood Assoc.</i>	Joe Geigle	<i>FHWA</i>
Kista Mansell	<i>Transit Alliance of the Piedmont</i>	Mark Kirstner	<i>PART</i>
Grady Peace	<i>Advocates for the Downtown Greenway</i>		

*Marikay Abuzuaiter called the meeting to order at 2:05 pm.*

**Action Items**

**1. Conflict of Interest Policy Statement**

Marikay Abuzuaiter 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 May 25, 2016**

Cheryl McQueary moved to approve the minutes of the May 25, 2016 meeting. Dena Barnes seconded the motion. The TAC voted unanimously to approve the minutes of the May 25, 2016 meeting.

**Planning for the transportation future**

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

*There were none.*

### 4. Public Comments

- Kista Mansell, Director of the Transit Alliance of the Piedmont, said the last event for their speaker series is on Thursday, June 23, from 6-7:30 pm at HQ Greensboro and is called “Community Conversation: Buses and Democracy.” It will include a TED Talk viewing followed by a conversation featuring Councilman Jamal Fox. She encouraged TAC members to attend the event.
- Grady Peace, Greensboro resident and advocate for the Downtown Greenway, noted his support for the Downtown Greenway and thanked TAC members who are also members of City Council for awarding the contract for the Phase 3a & 2e section.

*The TAC moved to Business Item #1 at this time as Tyler Meyer, the presenter for several of the Action Items, had not yet arrived at the meeting.*

## Business Items

### 1. Division Engineer Updates

Mike Mills noted that the main line on the Western Urban Loop from Bryan Boulevard to Battleground Avenue is almost complete, with the eastbound lanes being paved out. The I-73 Connector project is also moving along, with some paving complete all the way out to US 220. The girder posts for the taxiway bridge over Bryan Boulevard are up. One of the Hicone Road bridges over the Eastern Urban Loop opened on June 8<sup>th</sup> to allow vehicles to pass. Neelley Road will be closed off during the coming weekend in order to build the tie-in to the interchange with US 421. NCDOT has coordinated with Pleasant Garden to ensure that residents in the area are aware of the road closure.

Marikay Abuzuaiter said it was exciting to see all the work being done in the area. Mills noted that more will be coming up soon, including the Urban Loop section from Battleground Avenue to Lawndale Drive, and right-of-way acquisition beginning on the remaining segment.

*The TAC returned to Action Item #5 at this time after Tyler Meyer had arrived at the meeting.*

## Action Items

### 5. MTIP Amendment: W-5707 Various Safety Improvements in Division 7

Tyler Meyer explained that this action is similar to previous actions requested by NCDOT, where a grouped project has been created to do small-scale safety improvements. Project W-5707 will include \$700,000 of federal highway safety funds split over three sub-projects for Statewide, Regional, and Division Needs in 2016, 2017, and 2018, and will provide funding for right-of-way and construction. This action will allow NCDOT to implement projects under W-5707 in Division 7 as needed.

Marikay Abuzuaiter asked about how the locations for these safety projects will be determined. Meyer noted that NCDOT has a prioritization methodology for choosing these projects outside of the main STI process, and most likely consults with the highway Divisions on identifying candidate projects.

Cheryl McQueary moved to approve the MTIP Amendment: W-5707 Various Safety Improvements in Division 7. Justin Outling seconded the motion. The TAC voted unanimously to approve the MTIP Amendment: W-5707 Various Safety Improvements in Division 7.

## **6. Award Section 5310 *Enhanced Mobility of Seniors and Individuals with Disabilities Program* Project Funding**

Tram Truong explained that the MPO directs Section 5310 transit funding per the MPO Coordinated Human Services Transportation Plan. \$217,819 is available in FY 2016 to award to eligible projects. Two eligible applications were received by the MPO for FY 2016 Section 5310 funds during the Call for Projects that ran from April 18 to May 18, from Guilford County TAMS and GTA. TAMS requested \$50,000 in operating expenses to support operating costs of their elderly and disabled transportation program, and GTA requested \$170,000 in capital expenses to support expanded SCAT hours to serve residents with medical trip needs before regular SCAT and fixed route service hours begin. The projects were evaluated by Greensboro MPO staff and staff from the Winston-Salem MPO. The project evaluation criteria are: maximizing benefits to costs; number of users served or expected to be served; demonstrated ability to deliver services and meet federal grant requirements; and enhancing coordination between human service transportation providers. The Guilford County TAMS project received an average project score of 36 points and the GTA project received an average project score of 16. Therefore, staff recommended that TAMS be awarded \$50,000 for operating assistance and GTA be awarded \$167,819 for expanded SCAT hours.

Cheryl McQueary inquired about how many people are served by the SCAT extended hours. Adam Fischer said that the extended hours mainly serve patients on dialysis that need to get to medical appointments before the fixed route and SCAT hours begin. He said that information about the number of people served was not immediately available but noted that staff would send it to TAC members after the meeting.

Cheryl McQueary moved to approve the Section 5310 Elderly & Disabled program funding award as presented. Alan Branson seconded the motion. The TAC voted unanimously to approve the Section 5310 Elderly & Disabled program funding award as presented.

## **7. Naco Road Functional Classification Request**

Tyler Meyer noted that NCDOT Rail Division project Y-5500GA will extend Naco Road parallel to the NCRR line, enabling the closure of five existing at-grade crossings and providing a safe grade separated crossing of the NCRR tracks. It will also distribute traffic from functionally classified routes Franklin Boulevard, East Market Street, and East Bessemer Avenue to the east with an alternate connection to Wendover Avenue. Therefore it is recommended the MPO request NCDOT and FHWA approve a functional classification of Naco Road as a Collector Street pending project YG-5500GA to assist NCDOT in planning for the project, and to accurately reflect the role the roadway will serve in the transportation network.

Cheryl McQueary noted that the public meeting on this project was very good and well-attended. She asked which alternative had the most support from the public. Meyer noted that the “Blue Corridor” generally had the most public support, including support from emergency service providers. It also appears to be the best from a transportation perspective, has the least environmental impacts, and causes the least disruption to existing businesses.

Alan Branson said his biggest concern about the project is impacts to existing businesses and traffic delays during road construction, because there is a significant amount of freight and commercial vehicle traffic in the area. He noted that the McLeansville Road grade separation construction project seemed to be moving very slowly and he did not want this project to have similar delays. Mike Mills said that the McLeansville project should be done later this year but there were a number of issues with it that caused delays. Adam Fischer noted that this project will open up additional land for development within the area and is part of a longer term effort to improve transportation access. Currently the project is not funded for construction but it is an important safety project and it is expect that rail safety funds will be used to construct it. Branson noted that he understood the safety aspect of the project but wanted to make clear that traffic delays are bad for the shipping industry. Craig McKinney explained that the existing railroad crossings

will still be open during construction of the roadway so no one will lose access. There are also plans for constructing a grade separation at Ward Road that will provide another safe, alternate route for traffic.

Yvonne Johnson moved to approve the Naco Road Functional Classification Request. Alan Branson seconded the motion. The TAC voted unanimously to approve the Naco Road Functional Classification Request.

## **8. Letter of Support for Piedmont Greenway Feasibility Study Grant Request**

Tyler Meyer noted that the Piedmont Greenway is a regional project to connect Greensboro and Winston-Salem by way of Kernersville with a single greenway. It is a Tier 2 project in the BiPed Plan Update, meaning it is not as high priority as the Downtown Greenway, A&Y Greenway, or North Buffalo Creek Greenway, but planning is needed soon since it will be a higher priority after these other projects are completed. A feasibility study was recently completed for the segment in Kernersville and through Triad Park. The Winston-Salem MPO and the Town of Kernersville are working on funding this section for construction. The portion east of Triad Park that travels through Guilford County has a recommended alignment in the BiPed Plan Update, but more refinement of the route is necessary due to challenging terrain, sensitive environmental resources, and roadway crossings. The Piedmont Land Conservancy and Guilford County propose to submit a grant application to the NCDOT Division of Bicycle and Pedestrian Transportation for funding for a feasibility study of the Piedmont Greenway from Triad Park to US 220 (approximately 10 miles). The goal is to refine the proposed alignment and develop details needed for developing realistic cost estimates for the project which is included in the BiPed Plan as a Tier 2 greenway priority. NCDOT would cover 80% of the cost of the study and Guilford County would cover the 20% match as the local sponsor. PLC and Guilford County have requested a letter of support from the MPO for this application.

Yvonne Johnson moved to endorse the Letter of Support for the Piedmont Greenway Feasibility Study Grant Request. Alan Branson seconded the motion. The TAC voted unanimously to endorse the Letter of Support for the Piedmont Greenway Feasibility Study Grant Request.

## **Business Items**

### **2. Project Updates**

Craig McKinney noted that the NCDOT Rail Division hosted a public workshop for the Naco Road Extension on June 7 to take feedback on various alternatives for the roadway extension. The locally preferred alternative is the “Blue Corridor”. It would extend Naco Road directly east from its current terminus and provide connections to Ward Road, Maxfield Road, and Buchanan Church Road before turning north towards US 70. This would provide access to the existing residential and commercial developments in the area and is preferred by emergency service providers because of its more direct route to those developments. This alternative supports the Ward Road grade separation project. This alternative would also allow access to more land and produce economic development and jobs in the area.

Other alternatives were presented at the meeting. The “Orange Corridor” would parallel the rail line closely and utilize Buchanan Church Road for part of its path. It also shows future construction of the Ward Road grade separation. This alternative was less preferred due to impacts to commercial areas south of the railroad and it is a less direct route. The “Brown Corridor” is similar to the Orange Corridor but instead shows a grade separation at Maxfield Road instead of Ward Road. This is less preferred by the City because the Ward Road grade separation is important for the extension of Youngs Mill Road and alignment with Penry Road to provide a more consistent north-south corridor in this area. The final alternative, the “Lime Corridor” supports the Ward Road grade separation but shows a longer roadway that comes closer to the South Buffalo Creek than the Blue Corridor. This alternative would require businesses on Maxfield Road to utilize Buchanan Church Road for a longer distance to access Naco Road, which several residents were concerned about. The Lime Corridor alternative also limits the amount of development in the area because of its close proximity to the creek and is more costly to construct.

The schedule for the project is to evaluate the alternatives and environmental impacts in fall 2016; complete the environmental assessment in early 2017; complete the Finding of No Significant Impact (FONSI) in fall 2017; and complete final design, right-of-way and construction afterwards at a to-be-determined time.

McKinney noted that the turnout for the public workshop on this project was very good, with 30-40 residents and business representatives coming to the workshop. There are going to be some impacts to existing businesses, such as Gate City Auto Parts, which may lose access to some of their property due to the road construction. Potentially NCDOT may buy them out and they will relocate to another location along the road extension. McKinney emphasized the safety aspect of this project and other nearby grade separation projects such as Franklin Boulevard and Ward Road, noting that six at-grade crossings will be swapped out for three grade-separated crossings.

Alan Branson asked where the residents who attended the meeting lived. McKinney noted that he met with residents from the neighborhoods off Wagoner Bend Road and Buchanan Church Road. Yvonne Johnson said that the Greensboro City Council had recently worked with a business to locate into the K-Mart distribution center building and asked if there would be negative effects to this business if this project does not get completed. McKinney said that this project should not have an impact on them. Cheryl McQueary noted that the residents that she spoke with who came from nearby developments seemed to be in favor of the Blue Corridor.

McKinney noted another project update, which is for I-5712, I-40 & Sandy Ridge Road Interchange. He attended a scoping meeting for a study on this project. Traffic moving north-south through the interchange on Sandy Ridge Road has issues because there are conflicts with left-turning vehicles. The study will develop alternatives for modifying the interchange design. Possible alternatives include modifying the interchange to a diverging diamond, or replacing ramps that used to be part of the interchange. The study and alternatives are being developed with the understanding that the High Point MPO has a project for Sandy Ridge & Johnson Street in High Point to create a multi-lane facility up to the interchange, which would be a four or six lane divided facility. A feasibility study for Sandy Ridge Road north or I-40 leading up to Market Street also looked at a four or six lane divided facility. The planned schedule for the interchange study is to complete the CE document in 2018, complete right-of-way in 2019, and start construction in 2021.

### **3. Strategic Reports**

Tyler Meyer presented the following strategic reports:

- The first public meeting for the P4.0 process was held last night (June 21). The second meeting will be on July 14 in the Old County Courthouse at the same time as the County Commissioners meeting. At the July 27 MPO meeting the Regional Needs point assignments will be finalized after the Priority Needs List is approved. NCDOT is planning to release the Regional Needs draft funded projects in September. Local input points for Division Needs projects will need to be finalized around October.
- MPO staff have completed a draft of the status report that was requested by the TAC at a previous MPO meeting. It includes locally administered MTIP projects currently under construction and in development, and a status report on MPO Priority Projects selected under Prioritization 3.0. Feedback is welcome from the TAC on any adjustments to the format of the status report or changes in the type of information presented in order to provide a report that is beneficial to TAC members and the public.

Cheryl McQueary thanked staff for pulling the report together and provided comments on the report. First, she requested that the unit of measurement be identified under the “length” column. Second, she requested a column with the approximate cost of each project to show the city’s commitment towards them. Third, she asked for an approximate start and end date for each project, recognizing that projects may be delayed due to various factors. She noted that splitting the projects between under construction, in development, and priority projects was very

helpful. Marikay Abuzuaiter also said it was beneficial for City Council members to have this information when discussing projects with residents.

- There are a variety of sidewalk, bicycle, and greenway projects upcoming in the MPO area, and BiPed Update implementation steps that staff are working on. Project EL-5101 DG includes sidewalks on the east side of Randleman Road and along Florida Street. The Randleman Road section is almost complete, and the contractor will begin on Florida Street soon with an expected completion date of around February next year. The contract has been awarded by the Greensboro City Council for the Phillips Avenue sidewalk project (U-5532 B) but it has not started yet.

A contract for the Downtown Greenway Phases 2e & 3a (EL-5101 DO) was awarded at the City Council meeting the previous evening (June 21). NCDOT approval is necessary for the final contract award and is expected in the near future. The City is in the process of reviewing the bids for Phases 1b1 and 1b2 of the Downtown Greenway. It is expected that both contracts will be underway soon, and it is exciting to see the northern and southern legs of the greenway getting to completion.

Upcoming bicycle facility projects have been discussed in the past, and they include: bike lanes in Hamburger Square (Davie Street/McGee Street/Martin Luther King Jr. Drive); bike lanes on Martin Luther King Jr. Drive from Gate City Boulevard to Florida Street; bike lanes on East Bessemer Avenue from English Street to Huffine Mill Road; and shared-lane markings on Walker Avenue from Lindell Road to Aycock Street. These will be completed with the resurfacing contract for the City with is expected to begin in July and be completed in the fall.

Marikay Abuzuaiter asked if there was a timeline for the Phillips Avenue sidewalk project. Meyer noted that it is expected to take 250 days to complete from when the contractor begins work, which should be soon. Craig McKinney said that there was an issue with some paperwork that needed to be worked out with NCDOT before that project can begin.

## **Other Items**

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

Cheryl McQueary said that NCDOT Division 7 is in the process of collecting feedback from the public on the local input points that they have to allocate for Prioritization. A public meeting was held the previous Monday on June 20. The public review period for comments to NCDOT closes July 22.

### **2. Regional Updates**

Mark Kirstner from PART noted that the monthly update was in the meeting materials and offered to answer any questions from TAC members.

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

*The meeting was adjourned by Marikay Abuzuaiter at 2:55 pm.*