



TECHNICAL COORDINATING COMMITTEE
Minutes of June 22, 2016
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Mike Mills	<i>NCDOT Division 7</i>
Craig McKinney	<i>GDOT/MPO</i>	Michael Abuya (<i>by phone</i>)	<i>NCDOT/TPB</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Kelly Larkins	<i>PTRC/PTRPO</i>
Tram Truong	<i>GDOT/MPO</i>	Mark Kirstner	<i>PART</i>
Adam Fischer	<i>GDOT</i>	Joe Geigle	<i>FHWA</i>
Chris Spencer	<i>GDOT</i>	Scott Whitaker	<i>Town of Summerfield</i>
Hanna Cockburn	<i>GSO Planning Dept</i>	George Linney	<i>GTA</i>
Kista Mansell	<i>Transit Alliance of the Piedmont</i>	Oliver Bass	<i>Guilford County Planning</i>
		Raleigh Stout	<i>Historic Aycock Neighborhood Assoc.</i>

Tyler Meyer called the meeting to order at 10:31 am.

1. Approve Minutes of May 25, 2016

Chris Spencer moved to approve the minutes of the May 25, 2016 meeting. Kelly Larkins seconded the motion. The TCC voted unanimously to approve the minutes of the May 25, 2016 meeting.

2. 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.

Hanna Cockburn moved to recommend the MTIP Amendment: W-5707 Various Safety Improvements in Division 7 to the TAC for approval. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the MTIP Amendment: W-5707 Various Safety Improvements in Division 7 to the TAC for approval.

Planning for the transportation future

3. 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.

Tyler Meyer commented that both projects are very good candidates for funding and the discrepancy in the scores between them simply reflects the different user groups and geographies they serve. The SCAT expanded hours is a more specialized service that serves mainly dialysis patients with early morning appointments, while TAMS serves a larger and more diverse population across the county. He added that the funds are already set up in the MTIP and no TIP action is needed.

George Linney moved to recommend the Section 5310 Elderly & Disabled program funding award as presented to the TAC for approval. Scott Whitaker seconded the motion. The TCC voted unanimously to recommend the Section 5310 Elderly & Disabled program funding award as presented to the TAC for approval.

4. 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.

Oliver Bass inquired if the road extension is within the City of Greensboro. Meyer noted that it is not – the extension is primarily in county land. It is very possible however that it will be annexed into the City with future land development. The road itself is maintained by the City within its limits and by the state outside the City limits, but the City is seeking to give the whole road and extension over to NCDOT through a separate process.

Chris Spencer inquired if Naco Road is on the City Collector Street Plan. Meyer noted that it is.

Hanna Cockburn asked for the timeframe to extend Naco Road and construct the grade separation. Craig McKinney explained that alternatives are being evaluated now and that should be complete this coming fall. The environmental document will then be started with plans to complete that in 2017 and complete the FONSI (Finding of No Significant Impact) by the end of 2017. There is no further funding identified for design and construction. Meyer asked why it was not submitted in P4.0. Mike Mills noted that this is a non-STI rail safety project. McKinney explained that functionally classifying Naco Road will open up future funding from federal rail safety crossing funds.

Chris Spencer moved to recommend the Naco Road Functional Classification Request to the TAC for approval. Adam Fischer seconded the motion. The TCC voted unanimously to recommend the Naco Road Functional Classification Request to the TAC for approval.

5. 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. 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.

Craig McKinney noted that crossing NC 68 is one of the significant challenges of this project, as there is no convenient bridge for a greenway underpass along the roadway.

Scott Whitaker moved to recommend the Letter of Support for the Piedmont Greenway Feasibility Study Grant Request to the TAC for endorsement. Hanna Cockburn seconded the motion. The TCC voted unanimously to recommend the Letter of Support for the Piedmont Greenway Feasibility Study Grant Request to the TAC for endorsement.

Business Items

1. Bicycle and Pedestrian Items

Daniel Amstutz noted that 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. Phases 1b1 and 1b2 of the Downtown Greenway were advertised for construction but also received one bidder and at higher than the construction estimate. Although it could be re-bid the City is going to attempt to negotiate with the bidder to lower the price. Tyler Meyer noted that since the contract for 1b1 and 1b2 is City funded and there are no federal funds involved, the City has the option to negotiate.

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.

Staff are working on two projects as part of BiPed Plan implementation: updating the Greensboro Urban Area Bicycle Map and developing a Greenway Conditions Index. The current bicycle map was developed in 2007 and needs an update. Initially, an analysis for Level of Traffic Stress for bicycling was performed by staff

for the area, but the results were not useful within the context of the Greensboro area. Instead, the Bicycle Level of Service (BLOS) analysis will be updated from 2013 and used to determine preferred routes for the map. An online version will be developed first before a printed map is developed later this year.

Developing a Greenway Conditions Index was another implementation step recommended in the BiPed Plan. This index would include data on maintenance needs, existing assets, and other elements along the greenway systems in the area. These data will be collected in the field and put into a GIS database where it will be used in grant applications, tracking maintenance, and other purposes. Staff recently met with the Field Operations Department to get an idea of how pavement conditions could be assessed and monitored. Meyer noted that this was a very important project and it had never been done before in the City. This index will document the extent of the needs for greenway pavement replacement, bridge repair and replacement, accessibility issues, and more.

Adam Fischer asked if new information for the bicycle map will be provided to Google as well so people can use the bicycle routing feature in Google Maps. Amstutz noted that they will upload this information to Google when the map is further along in development. It is not clear how Google determines the locations of “bicycle-friendly streets.” Tram Truong noted that there is a high correlation between the more suitable bicycling streets on the 2007 bicycle map and the bicycle-friendly streets in Google Maps. Once the map is updated she will provide the information to Google to get those corresponding streets updated. Mark Kirstner said that there are trip planners that allow users to choose different parameters for the route they want that should be considered. Truong noted that staff are working on purchasing data from Strava which will show the relative volume of usage of various routes by cyclists and pedestrians. Meyer added that the Strava data is user-generated by people using their app and is not completely representative of the general population, but is useful as a planning tool. He also noted that putting the map information online will be the primary distribution method, though some printed maps will be made.

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. 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 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.

Raleigh Stout asked if the Lime Corridor alternative which shows the roadway closer to the creek has any potential environmental concerns associated with it. McKinney said that this was not an issue with this

alternative; the problem is that it limits development opportunities south of the roadway because of the proximity of the creek.

McKinney noted another project update 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 planned schedule is to complete the CE document in 2018, complete right-of-way in 2019, and start construction in 2021.

Adam Fischer noted that GDOT had considered modifying the interchange to a diverging diamond in the past but determined it was not the correct design for this context. Chris Spencer said that it may be more possible with the relocation of Triad Drive, which is currently just north of the interchange. Joe Geigle added that with traffic volumes projected to triple at the interchange, it seemed unlikely that a traditional interchange could process that much traffic. McKinney noted that consideration of the widening of Sandy Ridge Road up to Market Street could be included in this study in order to lower the cost for that project. Tyler Meyer noted that the Sandy Ridge Road and Johnson Street project in the High Point MPO is moving along with right-of-way acquisition scheduled for 2017. Adam Fischer noted that the interchange modification is an important project due to the increased traffic and development in the area.

3. Strategic Reports

Tyler Meyer noted that 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 early fall, possibly September. Local input points for Division Needs projects will need to be finalized around October.

Other Items

1. NCDOT Update

Mike Mills noted that work is continuing on the Urban Loop construction and other major projects. They are planning to have an event to dedicate the taxiway bridge in October.

2. TCC Member Updates

Michael Abuya noted that the regional model has been updated to version 4.2. This has triggered a need to go back and revisit the air quality conformity determination for the region. More information will be forthcoming.

Adam Fischer noted that there was an announcement that the City of Columbus, Ohio won the Smart City Challenge Grant from USDOT, which the City of Greensboro had applied for. Columbus was able to raise \$90 million in local funding to match the \$50 million promised through the grant program, which likely gave them a much stronger application. Most of the local funding is private, but there is some public money too from the city and Ohio DOT.

Fischer added that the City has applied for other grants that have come out of the Smart Cities Initiative, such as the low- and no-emission grant of which there is \$50 million available nationwide for various projects. The City has applied for \$2 million of this funding for three electric buses and a charging station. The results of this application should be announced by September.

3. Wrap-Up

The next TCC meeting will take place July 27 at 10:30 am in the 3rd Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 11:16 am.