



**TECHNICAL COORDINATING COMMITTEE**  
**Minutes of January 24, 2017**  
**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>	Ed Lewis	<i>NCDOT Division 7</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Joe Geigle	<i>FHWA</i>
Tram Truong	<i>GDOT/MPO</i>	Scott Whitaker	<i>Town of Summerfield</i>
Craig McKinney	<i>GDOT/MPO</i>	George Linney	<i>GTA</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Ted Kallam	<i>GSO Engineering &amp; Inspections</i>
Chris Spencer	<i>GDOT</i>	Bill Bruce	<i>Town of Oak Ridge</i>
Hanna Cockburn	<i>GSO Planning Department</i>	Mark Kirstner	<i>PART</i>

**Tyler Meyer called the meeting to order at 10:34 am.**

**1. Approve Minutes of December 14, 2016**

Bill Bruce moved to approve the minutes of the December 14, 2016 meeting. Chris Spencer seconded the motion. The TCC voted unanimously to approve the minutes of the December 14, 2016 meeting.

**2. FY 2016-2025 MTIP Amendment: Statewide CMAQ Projects C-5600 & C-5601**

Tyler Meyer presented on the MTIP Amendment:

- NCDOT requests the MPO amend the MTIP to add CMAQ funding for projects C-5600 and C-5601 in FY 2017.
- These two statewide projects are for system-wide improvements or statewide tier facilities.
- NCDOT will determine which facilities will be improved by these projects; they may or may not be in the Greensboro MPO.
- The Amendment provides for work to proceed in FY 2017 in eligible areas.
- Mark Kirstner asked if this is funding that could be applied for. Meyer noted that this money is most likely already allocated to existing commitments.

*Mark Kirstner moved to recommend the FY 2016-2025 MTIP Amendment: Statewide CMAQ Projects C-5600 & C-5601 to the TAC for approval. George Linney seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: Statewide CMAQ Projects C-5600 & C-5601 to the TAC for approval.*

**Planning for the transportation future**

### 3. **FY 2016-2025 MTIP Amendment: C-5607 CMAQ Projects & EB-5518 Latham Park Greenway**

Tyler Meyer presented on the MTIP Amendment:

- The change to C-5607, Various Projects to Improve Congestion and Air Quality in the Greensboro MPO, is mainly an accounting step to flex CMAQ funds to project TA-4771 for replacement bus purchases for GTA.
- The change will add funding to C-5607B in FY 2017 that has not been previously programmed.
- The second part of this Amendment is to reinstate right-of-way and construction funding in FY 2017 for EB-5518, Latham Park Greenway Connector.
- Project EB-5518 was selected for NCDOT funding under Prioritization 1.0, and the current TIP mistakenly lists it as being “under construction”.
- EB-5518 has been delayed due to lack of approvals from Norfolk Southern Railroad but the City of Greensboro is continuing to have discussions on the future of the railroad corridor with Norfolk Southern and a resolution is expected to be negotiated soon.

*Chris Spencer moved to recommend the FY 2016-2025 MTIP Amendment: C-5607 CMAQ Projects & EB-5518 Latham Park Greenway to the TAC for approval. Ted Kallam seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: C-5607 CMAQ Projects & EB-5518 Latham Park Greenway to the TAC for approval.*

### 4. **FY 2016-2025 MTIP Amendment: Program P4.0 Highway Projects for Planning & Environmental Work**

Tyler Meyer presented on the MTIP Amendment:

- Nine highway projects that were selected for funding under Prioritization 4.0 at the statewide and division needs tiers are to be added to the FY 2016-2025 MTIP for planning and environmental work only.
- Adding planning and environmental phases at this time will allow the NCDOT to initiate the proposed work before the start of the FY 2018-2027 STIP.
- Projects include interchange improvements at I-40/Business I-85 and Elm-Eugene Street, and at Bryan Boulevard and New Garden Road; widening of Gallimore Daily Road, NC 65/NC 68 in Stokesdale, and Sandy Ridge Road; intersection improvements at Lewiston Road and Fleming Road, and Air Harbor Road and Lake Brandt Road; access management and safety enhancements on NC 68 in Oak Ridge; and widening of I-40/Business I-85 in Greensboro, including interchange improvements and replacement of a railroad overpass.
- Chris Spencer asked if this type of amendment was done last year. Meyer noted that NCDOT did something similar for the P3.0 projects that received additional funding under HB 97. He also noted that while this Amendment gives NCDOT the opportunity to start on any of these projects, it does not guarantee that they will be able to do preliminary work before the start of the FY 2018-2027 STIP. Spencer added that some projects ought to be advanced due to their complexity, such as Sandy Ridge Road widening.
- Bill Bruce asked if there is any funding for the preliminary studies. Meyer noted that there is, but it is not listed. Preliminary engineering and environmental work is not required to be included on the TIP or listed as a separate phase.
- Joe Geigle noted that there was typo on the handout in reference to one of the TIP numbers. Meyer said that staff will fix that for the final version to be sent to NCDOT.
- Craig McKinney questioned the need for I-5964 (interchange improvements at I-40/Business I-85 and Elm-Eugene Street) when I-5965 (widening of I-40/Business I-85 in Greensboro, including interchange improvements and replacement of a railroad overpass) also has improving that interchange in its scope of work. Meyer explained that GDOT is working to advance the interchange improvement at Elm-Eugene Street ahead of its current planned schedule. Fixing the interchange and

reconfiguring the ramps would provide a needed safety benefit. The widening project is much more long term in nature.

- Bruce asked if project R-5823 is more of a Rockingham County project because of its location. Meyer noted that NC 65 is still expected to carry heavy truck traffic in order to bypass Winston-Salem. McKinney noted that the interchange at US 220 and I-73 will be one where trucks will be able to make all movements. Meyer noted that it was probably a project NCDOT Division 7 submitted with support from Rockingham County.
- Meyer pointed out that some of these projects are up for re-prioritization as well during the next round of funding. Hanna Cockburn noted that going ahead and doing planning and environmental work is still worth doing regardless.

*Hanna Cockburn moved to recommend the FY 2016-2025 MTIP Amendment: Program P4.0 Highway Projects for Planning & Environmental Work to the TAC for approval. Bill Bruce seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP Amendment: Program P4.0 Highway Projects for Planning & Environmental Work to the TAC for approval.*

## **5. Transportation Alternatives Program Lapsing Funds Reallocation**

Tyler Meyer presented on reallocating lapsing funds from the Transportation Alternatives Program:

- The Federal Transportation Alternatives Program – Direct Apportionment (TAP-DA) sub-allocates funding for the Greensboro Urban Area MPO.
- The Greensboro MPO typically allocates these funds for bicycle and pedestrian projects.
- Due to longer than expected project development time for Project U-5532A Aycock and Walker Avenue Intersection and Corridor Improvements, up to approximately \$230,000 in FY 2014 funding may lapse if construction authorization is not approved prior to the end of FY 2017 (September 30, 2017).
- Aycock & Walker construction funding will be shifting from FY 2017 to FY 2018 due to additional necessary design work.
- FY 2014 TAP-DA funding tied to the Aycock and Walker project needs to be reallocated to another project that can receive construction authorization prior to September 30, 2017.
- The Greensboro MPO issued a call for projects to consider an alternative project which is certain to obtain funding approvals in FY 2017; one application was received: *U-5532D General Sidewalk Improvements: East Lake Drive, Courtland Street, East Wendover Gap, and Plymouth Street.*
- Design is complete, CE is approved, & right of way is certified for U-5532D.
- The TAP-DA amount requested is \$320,000, which is a little more than the amount of lapsing funds, but it is preferable to use one funding source for this project.
- The local match will be \$80,000.
- Shifting the lapsing FY 2014 funds to another project will not impact the Aycock & Walker project because FY 2018 TAP-DA funding will be used for Aycock & Walker.

*Chris Spencer moved to recommend reallocation of the TAP-DA lapsing funds to U-5532D to the TAC for approval. Ted Kallam seconded the motion. The TCC voted unanimously to recommend reallocation of the TAP-DA lapsing funds to U-5532D to the TAC for approval.*

## **Business Items**

### **1. Freight and Regional Modeling Update**

Mark Kirstner from the Piedmont Authority for Regional Transportation gave a presentation on the Piedmont Triad Region Modeling Program:

- The presentation goes over the Freight Study and the Piedmont Triad Advanced Freight Model, as well as the Expansion of the Regional Modeling Program.

- The Freight Study has three phases, and Phase 2 is just being completed.
  - Phase 1 mainly consisted of freight data collection including facilities and survey data.
  - Phase 2 includes the development of an advanced freight model and integration into the existing Piedmont Triad Regional Model (PTRM).
  - Phase 3 will consist of local travel diary data collection and using this to estimate freight flows in the model.
- 968 freight facilities classified by types were inventoried in Phase 1.
- This database of information is available and was used by the Greensboro MPO in reviewing future projects.
- Previously the PTRM used a typical trip-based process in modeling freight; however, this does not realistically reflect and analyze freight movements.
- Freight operates more on a “tour-based” model that links trips together (not simply traveling from point A to point B).
- The advanced freight model captures these truck tours throughout the day, can represent supply chains, and differentiates freight versus commercial vehicles.
- The tour-based model is regional in scope, and can be linked to other regional models to get a statewide picture of freight movements.
- The main model components are a firm synthesis, a freight truck touring model, and a commercial vehicle touring model.
- The model can pick up multiple movements of one vehicle, taking a “tour” from location to location, instead of only explaining one trip within the entire chain; stop sequencing and arrivals at different times can also be picked up.
- The model produces a rich amount of data for analysis.
- The outputs can also be visualized through a web-based program for easier review.
- The outputs can help identify trouble spots that may turn into future projects, as an economic development to analyze the impacts of a new freight node development, and create better partnerships between freight operators.
- Advanced planning for freight can also be included in a new Metropolitan Transportation Plan.
- Daniel Amstutz asked for clarification of a freight vehicle versus a commercial service vehicle. Kirstner noted that commercial service vehicles include the movement of vehicles for trade occupations (electricians, plumbers, etc.).
- Scope of work, costs, and other details about Phase 3 are still being investigated; preliminary costs for engaging in the last phase of the study appear to run from \$300,000 to \$800,000 depending on the geographic area and detail of the study.
- Kirstner also discussed how the PTRM fits into other planning processes, such as transit planning, scenario planning, and land use planning.
- The update to the regional model is one piece of a bigger picture of improving transportation planning processes overall, using better tools and data to improve outcomes.
- Tyler Meyer asked how the vehicle model, which still deals primarily with traffic analysis zones (TAZs), interacts with the new tour-based freight model, and if moving to a tour-based model for the rest of the PTRM is anticipated in the future. Kirstner said that the freight model component still works off of TAZs, like the rest of the model. Trips are chained together from TAZ to TAZ as part of the tour-based model. Upgrading the rest of the model to be tour-based is a longer-term project. Hanna Cockburn noted that there is simply not enough good data yet to build into a wider tour-based model. Lydia McIntyre agreed and said there need to be more discussions about it. Kirstner noted that freight companies like Old Dominion have very detailed information about their truck movements and shipments, but it is proprietary information. Having that raw data, cleaned of their proprietary information to input into the model would be extremely useful, but relationships with these companies need to be built before they are comfortable allowing it to be used in the PTRM. The travel surveys in Phase 3 will also produce a wealth of information.

## 2. Draft FY 2017-2018 UPWP

Tyler Meyer presented on the Draft FY 2017-2018 UPWP:

- The Unified Planning Work Program (UPWP) accounts for planning grants & anticipated work for an MPO fiscal year.
- The Draft FY 2017-2018 UPWP provides for:
  - \$339,431 in FHWA “PL” funds; and
  - \$176,000 in FTA Transit Planning funds, with a federal share of \$140,800, \$17,600 in local match, and \$17,600 in NCDOT match.
- It includes accounting and procedural documentation as well.
- Staff are currently analyzing needed work items and assessing whether supplemental funding is needed -- \$50,000-\$100,000 in STP-DA may be necessary for the work program envisioned.
- These issues will be resolved & more documentation will be provided in the next version.
- 2017-2018 work highlights include:
  - Prioritization 5.0 / FY 2020 – 2029 TIP development
  - Performance Measures
  - BiPed Plan Implementation
  - Data collection for model, CMP, and pedestrian, bicycle, and motor vehicle counting
  - Model enhancements
  - Mobility Greensboro 2040 Transit Plan Update
- Most of the funding for next year will go to staffing, with little room for consultant studies.
- Meyer encouraged TCC members to review the UPWP document and provide comments, and there will be another version circulated at the February MPO meeting for additional review.
- The UPWP will be brought for adoption at the March MPO meeting.

## 3. Pedestrian & Bicycle Accommodations at Battleground and Westridge Intersection Project

Tyler Meyer noted that TCC members had requested more information about the bicycle and pedestrian accommodations of the Battleground and Westridge Intersection Project at a previous MPO meeting. Chris Spencer gave an overview of the project and took questions.

- Although this is an intersection improvement project, it has a large scope and is widening the roadway several hundred feet along Battleground Avenue and Westridge Road.
- There will be a new signalized intersection on Battleground Avenue that will service the Westridge Square shopping center, and all traffic signals will receive crosswalks and pedestrian signals.
- Sidewalks will be installed on Battleground Avenue on both sides through the scope of the project.
- A better connection will be made between the entrance to the A&Y Greenway on Old Battleground Avenue and the Westridge Road bike lanes; although bike lanes could not be added into the project, shared-lane markings (sharrows) will be added in the travel lanes on Westridge Road approaching Battleground Avenue and also leading west to the beginning of the Westridge Road bike lanes.
- A ten foot wide greenway section will be added along the east leg of the intersection to help facilitate access to the A&Y Greenway from the intersection.
- A free flow movement from Battleground Avenue to Old Battleground Avenue will also be modified to be a clearer stop condition to improve the safety of greenway users.
- Ted Kallam noted that the project is under review by NCDOT for construction approval and is expected to be advertised between April and June.
- Meyer noted that this project was originally picked up for funding in Prioritization 1.0. In P3.0 a project to widen Battleground Avenue north of this intersection was also selected for funding. Spencer noted that this intersection project sets up for widening Battleground Avenue to six lanes between Westridge Road and the Urban Loop. It is expected that Battleground Avenue will be taking on more traffic when Old Battleground is cut off by the Urban Loop.

- George Linney asked about bus amenities such as shelters. Spencer noted that they will be considered but they are not shown on these plans.
- Tram Truong asked if the traffic signal timing will be adjusted to allow more time for bicyclists to cross the intersection. Spencer said that cyclists should have enough time to clear the intersection whether they cross as a vehicle or a pedestrian in the crosswalk.

#### 4. Project Updates

- Daniel Amstutz noted that GDOT held a public workshop on December 15 at St. Pius X Catholic Church on a proposal to install bicycle lanes on Elm Street between Bellemeade Street and Cone Boulevard. Forty-one people attended the workshop. An online survey was widely distributed, and more than 400 comments were received on the project, including paper and emailed comments. 62% of respondents said they were in favor of the project, and 46% said that they were concerned about the loss of on-street parking that might result from this project. Safety for cyclists was the number one reason people cited for supporting the project, along with improving connectivity, health, and the local economy. Loss of on-street parking was the major concern for those opposed to the project, along with traffic congestion concerns and a belief that the road is not safe for cyclists. Parking around St. Pius X was the most frequently cited on-street parking need. Staff will continue sorting the comments, then will have an internal meeting about the comments. The design of the project will be adjusted as needed and a second round of public involvement will be completed in a few months. This project is expected to be implemented in the fall. Mark Kirstner asked how the survey was distributed. Amstutz explained that comment forms were left at St. Pius X and the online survey was also emailed to them. It was also emailed to First Presbyterian, the Greensboro Neighborhood Congress, Action Greensboro, the Transit Alliance of the Piedmont, and Bicycling in Greensboro. The Greensboro News & Record ran a story on it and the City highlighted the survey on their social media.

#### 5. Strategic Reports

- Daniel Amstutz noted that the Greensboro Urban Area MPO was last certified by the US Department of Transportation in 2013. USDOT requires recertification of larger MPOs every four years. The certification review will take place on March 8 and a public hearing on recertification will be held that evening at 5:30 pm in the Greensboro City Council Chamber. All TCC members are invited to come to the certification and are encouraged to attend to speak about their working relationship with the MPO. Hanna Cockburn asked for a meeting notification about the public hearing.
- Amstutz noted that the City of Greensboro is applying for technical assistance from Smart Growth America through their Complete Streets Consortium program. Greensboro is applying in conjunction with Winston-Salem and High Point. The program consists of workshops in each of the consortium municipalities to address issues and best practices for implementing complete streets projects. Scott Whitaker asked where the workshops will take place. Amstutz noted that they will take place in each of the cities to support each other and receive training from on complete streets implementation. Whitaker noted that the Town of Summerfield is considering a text amendment for their comprehensive plan to include a reference to complete streets. Cockburn noted that the Greensboro Planning Department can help certify the workshops for continuing education credits if needed.
- Lydia McIntyre noted that the process will be starting for the next MTIP update. The project solicitation kickoff will be at the next MPO meeting on February 22. The project criteria will change a little bit but not significantly. Tyler Meyer suggested that TCC members start thinking “outside the box” for project submittals, as many obvious projects have already been submitted. Staff are available to speak with members about the process if they have any questions, and should review the criteria information from last year. McIntyre noted that the goal is to approve the draft list of submitted projects in August. Meyer pointed out that fewer projects will be retained in the NCDOT database this time around, but the MPO will have more submittal slots than in previous years. Projects that

have not done well in the past may need to be repackaged in order to score better and be more competitive. Intersection projects should be considered early on as they will need more analysis. Meyer noted that the MTIP document will need to be updated this coming summer. Chris Spencer asked if MPO staff will send out a list of submitted projects that were not funded. McIntyre said that this document was on the MPO website and includes those projects that were funded in P4.0 and those that weren't funded. Cockburn said there is need for an intersection improvement near Willow Oaks that will be identified in a forthcoming plan for the area. Tram Truong asked when the project criteria will be released. Meyer said it would happen before July. McIntyre noted that the criteria will be approved by the Board of Transportation at its June meeting. Meyer added that there may be some changes to the criteria with regards to transit projects, in order to allow them to compete for more state funding.

- McIntyre gave an update on the Congestion Management Process document. It is a performance-based analysis document that is required by federal law for larger MPOs. It is also a multi-modal document that supports project identification for the MTP and MTIP documents. The document incorporates a lot of data and analysis to help understand how congestion is being addressed in the MPO.

## **Other Items**

### **1. NCDOT Update**

Ed Lewis noted that planning and design activities are underway for U-4758, improvements to Johnson Street/Sandy Ridge Road. It will be closely coordinated with I-5712, interchange improvements at I-40/US421 and Sandy Ridge Road, but they will still run as separate projects. Both projects will be managed by the central NCDOT offices in Raleigh. Lewis pointed out R-5725, intersection improvements at NC 68 and NC 150 in Oak Ridge, and noted that this project will need to be coordinated with the NC 68 corridor project for Oak Ridge picked up in P4.0. Right-of-way is being acquired for the Lawndale Drive to US 29 section of the Urban Loop. PART is hosting a lunch and learn on February 6 which will include representatives from the NCDOT SPOT office, the Metro Mayor's coalition, and the NC Rural Center. The discussion will center around transportation and the SPOT process. Lewis noted that having close conversations with NCDOT Division offices is important when submitting projects to SPOT and they can help advance projects through the process. He also requested, as the CEQA and NEPA reviewer for Division 7, that all documentation is submitted properly for him to review.

### **2. TCC Member Updates**

*There were none.*

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

The next TCC meeting will take place February 22 at 10:30 am in the 3<sup>rd</sup> Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 12:00 pm.