



**TECHNICAL COORDINATING COMMITTEE**  
**Minutes of June 21, 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>	Joe Geigle	<i>FHWA</i>
Craig McKinney	<i>GDOT/MPO</i>	Alex Rosser	<i>PTAA</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Jennifer Brandenburg	<i>Volkert</i>
Tram Truong	<i>GDOT/MPO</i>	Mark Kirstner	<i>PART</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Ed Lewis	<i>NCDOT Division 7</i>
Hanna Cockburn	<i>GSO Planning Department</i>	Carey Barr	<i>AECOM</i>
Michael Abuya ( <i>by phone</i> )	<i>NCDOT TPB</i>	Bill Bruce	<i>Town of Oak Ridge</i>
Scott Whitaker ( <i>by phone</i> )	<i>Town of Summerfield</i>		

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

**Action Items**

**1. Approve Minutes of May 17, 2017**

Mike Abuya moved to approve the minutes of the May 17, 2017 meeting. Hanna Cockburn seconded the motion. The TCC voted unanimously to approve the minutes of the May 17, 2017 meeting.

**2. 2017 Program of Projects**

Tyler Meyer presented on the 2017 Program of Projects:

- The 2017 Program of Projects accounts for FY 2017 transit grants programmed for GTA, PART, and TAMS from Federal and State sources including formula programs, discretionary funding, and funds directed by the MPO such as CMAQ.
- A public review period on the document ran from May 19 to June 19. No public comments were received.
- A public hearing will occur at the June TAC meeting in the afternoon as an opportunity for anyone who wishes to share their thoughts on the document.

**Planning for the transportation future**

- Meyer commented that this document is fairly routine and is done to comply with FTA requirements, so there is little to comment on in any case.

*Mark Kirstner moved to recommend the 2017 Program of Projects to the TAC for approval. Ed Lewis seconded the motion. The TCC voted unanimously to recommend the 2017 Program of Projects to the TAC for approval.*

### **3. Endorsement of GTA Application for Low- or No-Emission Vehicle Grant**

Tyler Meyer presented on the Endorsement of the GTA grant application:

- GTA is applying for bus replacement funding from the FY 2017 FTA Section 5339(c) Low or No Emission Vehicle Program, a competitive discretionary funding program.
- GTA has about 35 buses that are due for replacement between now and 2020.
- The MPO has directed all available CMAQ funding to GTA bus replacement but more funding is needed; about 16 buses can be replaced in this manner.
- The application requests funding for six electric zero emission replacement buses, but it can be scaled back to two buses if not all funding requested is awarded.
- GTA has received a \$450,000 grant from Duke Energy for the fast-charging infrastructure needed for the buses.
- The bus batteries will be purchased separately and the costs will be amortized over the life of the vehicle with operating rather than capital expenditures; the batteries generally make up half the cost of the electric vehicles.
- The City has also committed substantial local funds in order to replace the buses with electric zero emission vehicles.
- Therefore the federal funding will be leveraging many other funding sources.
- The City Manager's Office will also write a letter of support for this application.
- Mark Kirstner asked if the City has selected a vendor yet. Meyer noted that GTA has issued a request for bids for the two electric buses that would be purchased with FY 2017 CMAQ funds. A vendor has not been selected yet. If the 5339(c) grant is awarded GTA plans to add it to the FY 2017 CMAQ procurement. Kirstner inquired about the fast charging infrastructure. Meyer explained that it should be able to charge a bus in five minutes. Also, batteries for electric vehicles are getting better and in a few years they should have up to a 300-mile travel range. Kirstner noted the need for charging infrastructure in order for electric vehicles to become more of a practical solution. He also applauded the City for setting the standard for electric buses and charging infrastructure in the region.

*Hanna Cockburn moved to recommend the Endorsement of the GTA Application for Low- or No-Emission Vehicle Grant to the TAC for endorsement. Mark Kirstner seconded the motion. The TCC voted unanimously to recommend the Endorsement of the GTA Application for Low- or No-Emission Vehicle Grant to the TAC for endorsement.*

### **4. MTIP Amendment: I-5852 A & B Pavement Rehabilitation Projects**

Tyler Meyer presented on the MTIP Amendment:

- Project I-5852, pavement rehabilitation on I-73, will be broken into two parts, A and B, at the request of Division 7 for to get the timing right for this roadway section.
- Section A is I-73 from I-85 to I-40, and Section B is I-73 from I-40 to Bryan Boulevard.
- Pavement conditions are such that rehabilitation on Section A should be delayed until FY 2020 while Section B is in need of pavement rehabilitation in FY 2017 as currently scheduled.
- NCDOT has many pavement maintenance projects underway in the region and is working to refine schedules to get the most needed sections completed first even while using available funds more quickly.

*Ed Lewis moved to recommend the MTIP Amendment: I-5852 A & B Pavement Rehabilitation Projects to the TAC for approval. Bill Bruce seconded the motion. The TCC voted unanimously to recommend the MTIP Amendment: I-5852 A & B Pavement Rehabilitation Projects to the TAC for approval.*

### **5. Congestion Management Process Adoption**

Lydia McIntyre presented on the Congestion Management Process:

- The CMP is federally required for MPOs with populations greater than 200,000.
- The document identifies system and corridor level congestion, and identifies performance measures and strategies to address congestion; it now also includes a multi-modal evaluation.
- It is typically completed before working on an update to the Metropolitan Transportation Plan.
- FHWA recommended adding travel time data to the document, which required the use of a consultant and necessitated additional time to work on the document.
- The CMP was originally a program, but it is now meant to be a continuous process with frequent updates.
- Capacity and non-capacity strategies are included – such as increasing usage of alternative transportation modes to reduce congestion.
- The goals of the CMP are set at the national level, while the local measures are set by the local MPO.
- Mobility is one of the national goals and the local objective for roadways is to reduce the percentage of centerline miles experiencing congestion by 25% by 2025.
- Congestion is defined in the document in three ways:
  - Intersections with recurring bottlenecks with Adjusted Impact Factors which rank as the top 20 highest for years 2011 through 2015.
  - Corridors with percent below free flow speed of 20% or more for years 2011 through 2015.
  - Corridors with vehicle hours of delay categorized as light to heavy for years 2011 through 2015.
- Data on intersection bottlenecks was collected from the I-95 Corridor Coalition, which the MPO has access to.
- Adjusted Impact Factors is calculated based on number of occurrences, average duration, and average length, and has been weighted accordingly.
- These data validated some projects already under construction or planned, such as intersection improvements for NC 68 and NC 150 in Oak Ridge, and interchange improvements at I-40 and US 29.
- Several corridors were identified as being below free flow speeds, such as Wendover Avenue, Westridge Road, and US 220.
- On roads such as Wendover that cannot be widened, alternative strategies need to be considered.
- Data for the vehicle hours of delay was not as robust as the other datasets.
- Bill Bruce noted a typo in the document regarding NC 68. McIntyre noted that she will correct this.
- Hanna Cockburn inquired if data is missing for some of the roadways in the MPO. McIntyre noted that most roadways are included in the network of the I-95 Corridor Coalition but sometimes the data is not available. Cockburn noted that US 220 does not have information on congestion on the Vehicle Hours of Delay map but from experience there can be a lot of congestion in the northwest areas of the city. McIntyre explained that the data needed to be reviewed closely to find the gaps. New sources of data have been added recently and perhaps they did not get into the dataset used for this analysis.
- Another national goal is Safety, and a local objective for bicycle and pedestrian modes is to reduce the percentage of bicycle and pedestrian crashes on roadways by 2% by 2020.
- Between 2007-2014, there were seven bicycle fatalities; for the same period, there were 48 pedestrian fatalities; this information came from NCDOT.
- A mobility objective for public transportation is to increase ridership by 15% by 2020.
- Information from the CMP will be fed into the MTP and can help with selecting and providing evidence of need for Prioritization projects.
- Cockburn asked why the bicycle and pedestrian objectives were lower than the objectives for roadway and public transportation. McIntyre noted that she set these goals mostly by herself although she did try to pull in other staff. Cockburn said the goals seem too low by comparison and should be considered in light of discussions in the City about Vision Zero. McIntyre noted that Vision Zero is new and the CMP does not account for it. There may need to be a closer review taken of the underlying data.

- Tyler Meyer briefly explained some of the CMP history and noted that performance measures are becoming the new normal. The CMP should be considered a starting point for continuing discussions as staff moves towards more performance-based planning. Specifically, the MPO will work to make the next document more comprehensive and more of a Performance Measures Report.
- Mark Kirstner inquired about linking strategies to goals, referencing the point about needing to think of alternative ways to reduce congestion on Wendover Avenue. McIntyre noted that the CMP does not do this yet, but it is something to work on. Kirstner noted that he saw a presentation recently from the transportation director for Charlotte explaining that they are building in capacity for bicycling, walking, and transit on roadways and including that in the overall road capacity. They cannot afford to continue to widen roadways, financially or from a land use perspective. Kirstner emphasized the need to look at strategies to reduce vehicle congestion outside of road widening.
- Bruce asked if the document lists corridor specific strategies or just generic strategies. McIntyre noted that it is currently more generic but in the future she wants to list specific strategies tied to corridors.

*Bill Bruce moved to recommend the Congestion Management Process to the TAC for adoption. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the Congestion Management Process to the TAC for adoption.*

## **Business Items**

### **1. Presentation of PART Express System Changes**

Mark Kirstner presented on changes to the PART Express System:

- Considerations that people think about when deciding on which mode of transportation to use include cost, convenience, directness, ease of use, timeliness, and comfort.
- It's all about freedom – does transit provide the freedom to get people where they need to go, when they need it, as fast as they need to get there, at a reasonable cost, with respect for the user, reliably and predictably, and easy and simple enough to use?
- PART is different from GTA or other fixed route systems in that many people access it through park and ride lots.
- People are willing to drive 5-10 minutes to a park and ride lot; ride their bicycle 1-3 miles to a stop; or walk a quarter mile (about five minutes) to reach a stop – this is the “Transit Shed.”
- The urban regional express routes typically transport people from transit hubs and terminals in different cities or areas.
- It has become increasingly difficult to run the urban routes from the PART hub to the major downtowns on schedule which is another reason why the route revisions needed to be made.
- PART is not considered a local service so they do not have too many stops in between the main terminal stops.
- The rural express routes tend to be longer routes stopping at major employers or primary terminals.
- First and last mile shuttle service is provided around the PII Airport area.
- PART also operates an urban circulator in High Point in the Palladium area.
- Public engagement on the system changes included on-board surveys, ongoing public input, and leveraging staff expertise.
- There was lots of data to draw from – they were able to pinpoint where people were actually going on their trips and could use new tools like TBEST in order to analyze routes.
- Route 1 runs from the WSTA Terminal to the PART hub.
  - This route no longer stops in Kernersville as that was adding too much time to the route.
  - A stop will be removed in downtown Winston-Salem that is a couple of blocks from the main stop; this is a controversial change but the walking distance to the main stop is reasonable, and it will eliminate delays in navigating downtown traffic.
  - Stops will be added at the Innovation Quarter.
  - Service will be extended to 9:30 pm.

- Route 2 runs from the Greensboro Depot to the PART hub and will have increased service hours.
- Route 3, the High Point Express, will have its service hours increased and number of stops removed because the frequent stopping was impacting the length of time of the route.
- For routes 1, 2, and 3, PART Express and Airport Area Shuttle service will be extended to 9:30 pm on July 3<sup>rd</sup>, and Saturday service for these routes is proposed to start September 30<sup>th</sup>.
- Route 4, the Alamance Burlington Express, has seen trip increases from 300 per month to more than 3,000 per month; this is partly because UNC Hospital provides free transit passes to their employees.
  - There will be one additional AM roundtrip service with the changes.
  - A stop in Whitsett will be eliminated.
- Route 5 is the Amtrak Connector, connecting Winston-Salem to Amtrak, and the times are set to match up with the Amtrak schedules; no changes are planned for this route.
- Route 6, the Surry County Express, is one of the best-used rural routes; Route 12, North Forsyth, which is a companion route, will be discontinued but the existing stop at King and service frequency will be added to Route 6.
- Route 8 in Davidson County was the least-used route and will be discontinued.
- Route 9, also in Davidson County, recently had its route revised and will not be changed at this time.
- Route 10, the Randolph County Express, is a popular route and will have additional runs but with reduced mileage and stops in Greensboro to improve its efficiency; it will be reviewed again in 6 months.
- Route 13 in Yadkin County and Route 14 in Davie County will both be discontinued.
- Route 17, the Kernersville/Winston-Salem Shuttle, will provide service to the VA Medical Center in Kernersville, and will have two additional runs put into service.
- Route 19, the Palladium Circulator in High Point, will have a different transfer point, and more direct marketing will be employed to try and boost ridership.
- Extended hours will be added to the Airport Area Shuttles, as well as proposed Saturday service to begin September 30<sup>th</sup>.
- The new system will be a bit leaner but also more efficient and will focus on the historically productive routes.
- The fares will be equalized and restructured so that all fares will be the same, whether urban or rural; they will also add a 10-ride pass option.
- Public outreach was an important part of the process for the system changes; more than 170 comments were received.
- The week of July 3-7 will be a fare free week on all PART Express routes to promote the new system.
- Daniel Amstutz asked about the proposed hours for the Saturday service. Kirstner said they will run from 8 am to 5 pm. This service is starting later partly due to the schedule of funding cycles, and will also give them some time in the interim to study how the new system is operating.
- Tyler Meyer asked about the future of the old terminal off NC 68 and Regional Road. Kirstner noted that the terminal is in NCDOT right-of-way. PART's contractor will need to use the space temporarily for operations while the new maintenance facility is being constructed. It is currently being used as a park and ride lot for people driving to the hub, and many are not willing to drive the extra mile to the new hub. A short term use is to keep it as a park and ride lot and a shuttle service stop. Otherwise the facility is outdated and may be redeveloped as something else later on.
- Meyer complimented Kirstner and PART for making these changes, which have been a long time coming, and for using new tools and technology to make the case for these changes to the PART Board and the public. Kirstner noted that this has been a good exercise and TBEST has predicted that these changes will increase ridership by 26,000 persons annually.

## 2. Project Updates

Tyler Meyer presented on the following project updates:

- Meyer noted that he attended the I-73/Piedmont Triad International Airport Taxiway Bridge ribbon cutting that included the Governor, NCDOT Secretary, and other local officials. I-73 will be opening within a month after some weather delays.
- NCDOT has begun work planning the Franklin Boulevard Grade Separation project. Right of way is scheduled for 2021 and construction for 2023. MPO and City staff gave comments to NCDOT about the demographics and socio-economic characteristics of the area, as well as the need for adequate bicycle and pedestrian facilities through the project. Railroad trespassing has also been an issue in East Greensboro recently and staff encouraged NCDOT to consider railway fencing to keep people off the tracks to avoid crashes involving pedestrians.
- The Lowdermilk and Holts Chapel sidewalk and roadway modernization project is expected to receive construction authorization soon. An agreement with the NCCR and NCDOT on the project to realign Lowdermilk Street and Sykes Avenue at Market Street will be an agenda item for approval at the July 18 City Council meeting.

### 3. Strategic Reports

Tyler Meyer presented on the following strategic reports:

- Per the STI law, NCDOT uses a workgroup to update the prioritization weights and measures prior to each round of prioritization. The Prioritization 5.0 Workgroup recently completed its work. This round included 18 workgroup meetings and Meyer noted he continued as an NCAMPO representative on the P5.0 workgroup and was generally pleased at what the group accomplished in this round. The process could sometimes be challenging but he was able to make significant contributions that led to improved outcomes. Also, the knowledge gained from participating in the workgroup process is very beneficial. The Greensboro MPO's next steps for Prioritization are to identify and assess candidate projects and then make project selections for submittal by September 30. Lydia McIntyre noted she had received letters of local funds commitment for P4.0 selected projects from Scott Whitaker and was waiting for a letter from Alex Rosser.
- LimeBike began its bike share pilot at UNCG on June 5. The program has been very well received. UNC-G plans to retain and expand the service heading into the Fall semester. The City is working with LimeBike to expand the program into the rest of the community. An agreement between the City and LimeBike will be considered and acted on by City Council for approval at their July 18 meeting. LimeBike services will be at no cost to the city and there is a considerable amount of community support for the program. The city program is planned to be launched on August 4<sup>th</sup>, First Friday. Meyer thanked Daniel Amstutz for his assistance in discussing the potential of a bike share system with the community over the last several years. Mark Kirstner commented that it is impressive how the cost of the service has gone from millions of dollars down to basically zero. Meyer noted that it will be helpful to see where people are riding with the data that LimeBike collects. Getting from the north end of campus to the south end will be much faster. There have been more than 1,000 rides for the UNCG pilot so far.

## Other Items

### 1. NCDOT Update

Ed Lewis said that Stage Coach Trail near the airport has been reopened; some signs and markings will need to be changed. NCDOT Secretary Trogon has directed each highway division to set up meetings with local MPOs and staff to discuss the division needs criteria for Prioritization in case any changes are warranted. Division 7 is doing some analysis to see what may change based on weighting criteria differently. New PCE forms from FHWA are being used by Division 7 staff for NCDOT projects. The SPOT tool is being tested by a variety of users.

Mike Abuya said the PTRM base year will need to be updated. TPB is in the beginning stages of requesting new data from the traffic survey unit.

## **2. TCC Member Updates**

Scott Whitaker noted that they have engaged a firm to do master planning of the intersection next to the Town Hall at Summerfield Road and Oak Ridge Road. He thanked the MPO for assistance on a traffic study and other aspects of the project.

Mark Kirstner noted that PART will have a meeting tomorrow with around 30 people to discuss Community Viz.

## **3. Wrap-Up**

The next TCC meeting will take place July 19 at 10:30 am in the 3<sup>rd</sup> Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 11:53 am.