



TECHNICAL COORDINATING COMMITTEE
Minutes of August 16, 2017
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Joe Geigle	<i>FHWA</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Alex Rosser	<i>PTAA</i>
Tram Truong	<i>GDOT/MPO</i>	Jennifer Brandenburg	<i>Volkert</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Kyle Laird	<i>PART</i>
Adam Fischer	<i>GDOT</i>	Ed Lewis	<i>NCDOT Division 7</i>
Hanna Cockburn	<i>GSO Planning Department</i>	Chris Spencer	<i>GDOT</i>
Michael Abuya	<i>NCDOT TPB</i>	Carey Barr	<i>AECOM</i>
Scott Whitaker	<i>Town of Summerfield</i>	Bill Bruce	<i>Town of Oak Ridge</i>
Carrie Spencer	<i>Town of Summerfield</i>	Tracy Anderson	<i>ITRE</i>
George Linney	<i>GTA</i>	Mike Mills	<i>NCDOT Division 7</i>

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

Action Items

1. Approve Minutes of June 21, 2017

Scott Whitaker moved to approve the minutes of the June 21, 2017 meeting. Chris Spencer seconded the motion. The TCC voted unanimously to approve the minutes of the June 21, 2017 meeting.

2. MPO Endorsement of Bicycle Friendly Community Designation Renewal

Daniel Amstutz presented on the MPO Endorsement of the City of Greensboro's Bicycle Friendly Community Designation Renewal:

- The City of Greensboro is reapplying for Bicycle Friendly Community status from the League of American Bicyclists.

Planning for the transportation future

- The City received Bronze Bicycle Friendly Community status in 2009 and 2013, and the current status expires October 2017.
- The application is lengthy and detailed, and requires a review of how the community is improving bicycling conditions through engineering, education, encouragement, enforcement and safety, and evaluation and planning.
- Redesignation is an important recognition of local efforts in improving bicycling transportation.
- The application is due to the League of American Bicyclists on August 17.
City Council & other organizations have endorsed the redesignation and the request is for endorsement of the redesignation by the Greensboro MPO.
- Tyler Meyer stressed the importance of having a regional transportation organization such as the MPO endorse this redesignation.

Hanna Cockburn moved to recommend the MPO Endorsement of the Bicycle Friendly Community Designation Renewal to the TAC for endorsement. Mike Abuya seconded the motion. The TCC voted unanimously to recommend the MPO Endorsement of the Bicycle Friendly Community Designation Renewal to the TAC for endorsement.

3. Amend FY 2016-2025 MTIP & FY 2018-2027 MTIP: Metropolitan Planning

Tyler Meyer presented on the MTIP Amendment:

- The FY 2017-2018 UPWP provides for \$50,000 in STBGDA in FY 2018 to support planning processes.
- MPO planning is more important than ever due to federal requirements for performance measures & the NCDOT prioritization.
- The Section 104(f) PL budget is insufficient for MPO planning needs and a modest funding supplement from STBGDA funds is needed.
- This Amendment will add \$100,000 per year to project M-433 for future years in the UPWP, which is the estimated need.
- Budgeting now is important to ensure funding availability in the future.
- Bill Bruce asked if there will be additional staff brought on to the MPO. Meyer noted that a new position was just filled for a Transportation Planning Engineer whose focus will include big data and performance measures. This position will increase staffing costs and the additional STBGDA funds will be necessary to cover MPO Planning expenses.

Bill Bruce moved to recommend the FY 2016-2025 MTIP & FY 2018-2027 MTIP Amendment: Metropolitan Planning to the TAC for approval. Hanna Cockburn seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 MTIP & FY 2018-2027 MTIP Amendment: Metropolitan Planning to the TAC for approval.

4. Amend FY 2016-2025 MTIP & FY 2018-2027 MTIP Transit Listings

Tyler Meyer presented on the MTIP Amendment:

- Meyer noted that this action affects the current FY 2016-2025 MTIP as well as the future FY 2018-2027 MTIP, and a request will be sent to NCDOT in December once the new STIP comes into effect.
- This action updates the FY 2017 funding & future year funding levels for the transit listings, which have just been set by Congress.
- Additionally, this action will move GTA's FTA FY 2017 funds to FY 2018 in case FTA is unable to process the funds before the new fiscal year.
- This Amendment will update the listings to reflect the *MPO Transit Resource Allocation Plan* and update the CMAQ and discretionary FTA grant details, including the 5339 (b) grant received by GTA for the Galyon Depot renovations.

George Linney moved to recommend the FY 2016-2025 & FY 2018-2027 MTIP Amendment: Transit Listings to the TAC for approval. Kyle Laird seconded the motion. The TCC voted unanimously to recommend the FY 2016-2025 & FY 2018-2027 MTIP Amendment: Transit Listings to the TAC for approval.

5. Program of Projects Administrative Modification

Tyler Meyer presented on the Administrative Modification:

- The Program of Projects accounts for various transit grants received in the MPO by GTA, TAMS, and PART, including federal and state grants.
- This modification is necessary in order to update the final grant amounts (as noted in the previous action item) and make some minor corrections to typos in the document.
- The endorsement by the TAC is to keep them in the loop rather than to comply with a requirement since administrative action is all that is necessary in this instance.

Chris Spencer moved to recommend the Program of Projects Administrative Modification to the TAC for endorsement. Scott Whitaker seconded the motion. The TCC voted unanimously to recommend the Program of Projects Administrative Modification to the TAC for endorsement.

6. MTIP Amendment: EL-5101 and U-5532 Sidewalk Projects

Tyler Meyer presented on the MTIP Amendment:

- The project numbers EL-5101 & U-5532 are grouped bicycle & pedestrian projects; EL-5101 is being phased out once the final projects are complete and U-5532 is the new project number.
- EL-5101 has several key projects underway which include:
 - EL-5101 DO: Downtown Greenway Phase 3
 - EL-5101 DM: Holts Chapel Road and Lowdermilk Street
 - EL-5101 DJ: Downtown Greenway Phase 2 (expected start FY 2018)
 - EL-5101 DL: Transit Oriented Sidewalks - 15.5 miles (expected start FY 2019)
- The recently adopted FY 2018-2027 STIP is inconsistent with current plans for these projects, and an Amendment is necessary to bring the MTIP & STIP into consistency.
- Specific changes of this Amendment are to shift funding for Downtown Greenway Phase 2 to FY 2018 and EL-5101 DL to FY 2019.
- With approval of this Amendment, it is expected that the remaining projects under EL-5101 should be able to be completed in the next couple of years without additional Amendments.

Adam Fischer moved to recommend the MTIP Amendment: EL-5101 and U-5532 Sidewalk Projects to the TAC for approval. Mike Mills seconded the motion. The TCC voted unanimously to recommend the MTIP Amendment: EL-5101 and U-5532 Sidewalk Projects to the TAC for approval.

Business Items

1. Prioritization 5.0 Decision Point: Alternative Weights

Lydia McIntyre reminded TCC that the P4.0 officially closed out with the adoption of the FY 2018-2027 STIP in August. The P5.0 window is now open. She then presented on the P5.0 Alternative Criteria Weighting Options:

- STI identifies nine criteria that can be used to prioritize roadway projects. Deciding how to measure the criteria is the responsibility of the STI Workgroup, subject to NCDOT approval.
- The STI workgroup determines which of the nine criteria to use, how to measure them, and what the standard weighting will be across the state at the Statewide, Regional, and Division needs. The Division has the option of varying the weights between the criteria if the Division Engineer and all affected MPOs and RPOs agree.
- At the NCAMPO conference, NCDOT Secretary Trogdon encouraged the Divisions, MPOs, and RPOs to get together to determine whether to alter the weights or substitute in or out any of the nine STI criteria if it would be a better fit for them than the standard weights and measures.
- Division 7 met with its MPOs and RPOs and discussed alternative criteria weights options.
- Two options were presented:

- Option 1 (Current): Congestion – 15%, Benefit/Cost – 15%, Safety – 10%, Freight – 5%, and Accessibility/Connectivity – 5%
- Option 2 (Proposed/Recommended by staff): Congestion – 15%, Benefit/Cost – 15%, Safety – 15%, Freight – 0%, and Accessibility/Connectivity – 5%
- Option 2 is recommended because NCDOT does not have complete freight data on lower-tier Division roads. They have better freight data on US and NC routes, but these routes typically compete at the State or Regional Tiers. For those small Division roads where no data is available, the freight criteria are not applied at all. Thus, only a small number of projects competing at the Division Tier get any freight criteria credit in the scoring. Option 2 is the best option because safety is a universal issue; the accessibility and connectivity criteria do not benefit very many projects because of the way it is calculated. Also staff have analyzed the impact of this change and have found that 73% more projects are likely to see score increases.
- Mike Mills said the Secretary recognizes every Division is unique and wanted to make sure Division staff discussed the criteria with stakeholders and determine if changes were warranted. Division 9 has decided not to make any changes with their criteria. McIntyre noted that the decision has to be unanimous; Durham-Chapel Hill-Carrboro MPO has already agreed to it.
- Joe Geigle noted that TAC member Alan Branson has concerns about this proposed change. Geigle pointed out that better freight data may be available in future Prioritization cycles and the change must be agreed to for every new round of Prioritization – the previous decision will not carry over. McIntyre noted that she will mention these points at the TAC meeting.

2. Draft MPO Projects for Submittal for P5.0

Lydia McIntyre presented on the Draft MPO Projects for Submittal for P5.0:

- McIntyre noted that today is the first day of public review for the Draft P5.0 MPO Recommended Project List and the Draft P5.0 Project Ranking Methodology, which will run through September 14.
- Proposed projects have been received from the City of Greensboro, Town of Oak Ridge, Town of Pleasant Garden, NCDOT, and PTIA.
- MPO staff have done an extensive analysis of the bicycle and pedestrian projects to determine which ones will be the most competitive.
- Up to 23 projects can be submitted for each mode.
- Some projects were carried over from the last Prioritization process, and thus will not count against the overall number of projects that can be submitted per mode.
- McIntyre highlighted several specific projects:
 - US 29 upgrade to freeway standards – this project was submitted last time in coordination with the Piedmont Triad RPO, but was not funded; there is now a feasibility study underway so it may move forward this time around
 - I-73 interchange reconfiguration with I-85 – this was accepted for funding but in the last five years of the previous STIP, so it will be carried over
 - Battleground Ave (US 220)/Lawndale Road – a reconfiguration of this intersection and corridor area was studied many years ago, and is now being submitted as a potential project
- Tyler Meyer noted that Summit Avenue at Wendover Avenue is a new project that staff believes will score particularly well on safety and is a highly needed project. It would extend the City's Summit Avenue Streetscape project up to 4th Street.
- McIntyre noted there are new rail projects but no transit projects.
- The MPO Project Ranking Methodology will be used for the MPO's qualitative and quantitative assessment of projects in spring 2018; the MPO has 1800 points for the Regional and Division Tiers and they can spend up to 100 points per project.
- The Methodology has not changed since last time around; the six factors and weights are:
 - Relative performance in NCDOT's quantitative scoring process 40%
 - Support Multi-modalism (bicycle, pedestrian, transit, or 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%
- Impact to economic development 10%
- The Project List and MPO Methodology will be brought to the MPO for approval at the September 20 MPO meeting. Projects for Prioritization must be submitted to NCDOT by September 29. Draft Statewide projects and scores are expected to be released in March 2018.
- Scott Whitaker asked for clarification on carryover projects. McIntyre explained that projects carried over to be reviewed again in P5.0 either received partial funding or were funded in the last five years of the STIP and are subject to reprioritization.
- Meyer noted that staff worked with the NCDOT Rail Division and identified some good projects, particularly grade separations for the main line leading up to Danville, VA. They can compete at Statewide and Regional levels and are expected to be competitive.
- Meyer also noted that the MPO is using a service called Mindmixer to get feedback at a site called Engage Greensboro.

3. NC Vision Zero Campaign

Tracy Anderson of the Institute of Transportation Research and Education (ITRE) presented on the NC Vision Zero Campaign:

- Vision Zero is a change in thinking and a zero tolerance approach to roadway violence.
- Each year more than 1,400 people in North Carolina leave for a destination and never make it home.
- Vision Zero is a global movement that started in Sweden and now has many programs taking shape in the United States.
- NC is unique in that it has a statewide program to network and partner with local efforts on Vision Zero; most programs in the US are at the city level.
- Anderson showed a video from the primary US traffic safety strategy related to Vision Zero called Towards Zero Deaths.
- The program is a collaborative, data-driven initiative that involves engineers, enforcement, emergency responders, educators, and everyone who drives on the road.
- NC Vision Zero is a statewide clearinghouse of data, research, and resources; they work as a bridge for collaboration and to facilitate communication between traffic safety stakeholders across the state.
- Initiatives include public outreach, providing data, helping Vision Zero communities, and a new teen driver program.
- Outreach resources include a traffic safety video playlist and infographic/safety advertisements which they can tailor to communities.
- They also have a calendar that includes enforcement campaigns, community events, safety training, media events, and school presentations.
- Outreach programs include raising awareness by providing strong visuals of the toll that road fatalities take on communities, and they have used shoes to illustrate deaths at World Remembrance Day and for Mothers Against Drunk Driving; November 19 they plan to put out 1,441 pairs of shoes at the state capitol, to represent the number of people killed on NC roads annually.
- The Vision Zero Safety Dashboard can be used to explore crash data from all modes for different areas and pinpoint issues locally.
- Lydia McIntyre asked about the source of the data for the dashboard. Anderson said it was from NCDOT and is generally updated every three months. They are adding new data segments as they upgrade and adapt the dashboard to stakeholder needs. Kyle Laird asked about transit crashes. Anderson noted that she will ask their data management staff about this segment.
- Vision Zero communities are not restricted to cities; neighborhoods and other geographic areas can get involved.

- Current NC Vision Zero communities are Greensboro, Charlotte, Durham, Asheville, and Greenville.
- Anderson showed a video of interviews with community members in NC about the program and the Vision Zero goal.
- Scott Whitaker asked if there were initiatives for pre-teens related to driver's education. Anderson noted that they are starting to work with groups like Students Against Drunk Driving and going from the high school level to middle school. They are hoping to incorporate traffic safety into other school lessons as well. Working with parents is another goal of the program because children tend to mimic driving habits of their parents.
- Adam Fischer thanked Anderson for her presentation and noted that the last video was very powerful. He noted that Greensboro is working with consultants to help develop a comprehensive plan for Vision Zero.
- Daniel Amstutz asked about how the NC Vision Zero Campaign approaches roadway design and speed in particular, since high speeds contribute to fatalities and worse injuries when crashes do occur. Anderson noted that speed is an extremely important factor and lowering speed is an important part of the campaign. They provide some public resources on this on their engineering page, and are also working with the NCSITE Safety User's Group to try to get safety prioritized more with local engineers. Adam Fischer noted that the enforcement aspect is often not strong enough in the United States; other countries take it more seriously with automated and active traffic speed enforcement. Anderson noted that the purpose and function of a street needs to be part of community engagement and is also an aspect of Complete Streets.
- Anderson noted that seatbelt use is also very important – although 91% of drivers and passengers are buckled, 42% of people killed in crashes were not buckled up.
- Bill Bruce noted that reducing speed limits on freeways is challenging because of travel time expectations and the need to deliver goods quickly. There are powerful forces encouraging higher freeway speeds despite the known fact that higher speeds leads to higher loss of life. Tyler Meyer noted that NHTSA's standard estimate for the value of a life is \$9 million. That means from a cost benefit perspective safety projects that reduce fatalities and serious injury tend to be highly beneficial to society and justify substantial investments, which in turn can justify a lot of spending on safety improvements. Also Vision Zero Cities have started to install infrastructure on the knowledge that that people will continue to make mistakes in the future, and that therefore the infrastructure needs to be designed so as to minimize the risk of fatalities and serious injuries when crashes do occur.
- Meyer thanked Anderson for her presentation.

4. Project Updates

Tyler Meyer presented on the following project updates:

- The Transportation Project Update Newsletter has been updated for summer 2017 and the pedestrian section has been heavily updated. Comments on the newsletter are welcome.
- There was public meeting for the Downtown Greenway on the 50% plans for Phase 4 on August 15. Another public meeting on the Downtown Greenway Phase 1C plans will take place August 22. Phases 3a/2e and 1b1/1b2 are expected to be completed in the fall, with potentially some landscaping to be completed in the spring.
- The City had a kickoff for the LimeBike bike share on August 4. City Manager Jim Westmoreland spoke, along with representatives from UNCG, NC A&T, and LimeBike. There was a brief bike ride after the remarks. UNCG will have 300 bikes, NC A&T will have 250, and another 400 will be concentrated around downtown Greensboro. Meyer noted that the program has been successful so far and is much larger than the current program in Winston-Salem, which has only 50 bikes. The LimeBike program does not require any public subsidy, in contrast to the Winston-Salem system. TCC members discussed the program in more detail and how it worked.

5. Strategic Reports

Tyler Meyer noted that the Board of Transportation met in Greensboro on August 3 at the O'Henry Hotel and local staff presented to the Board about their current work projects.

Other Items

1. NCDOT Update

Mike Mills said that Division staff met with the US 220 contractor and the section of the road between Horse Pen Creek Road and Strawberry Road will be completed and finalized with no more temporary construction signage by August 28. They are working with the contractor to have the rest of the project completed by December 1. The Western Loop from Bryan to Battleground may be completed by this fall. The Eastern Loop from US 70 to US 29 may be open as early as October 1. Right-of-way is being collected for the section from Lawndale to US 29 with the expectation of a June or July 2018 let date. Mills noted that the Board meeting went well and they are planning to travel to other areas of the state as well.

Bill Bruce noted that the NC 68/NC 150 improvements are still in planning and design, but there are other projects coming up and that they are submitting for Prioritization that tie into that intersection. He asked how those projects will be handled. Mills said the intersection improvement project will still be let next year, and they have not decided whether or not to include additional work in that project yet. There will need to be additional conversations with staff.

Mike Abuya noted that they will be working with the MPO on the PTRM update.

2. TCC Member Updates

Chris Spencer noted that there will be a ribbon cutting for the Cone-Nealtown Road Connector on August 30.

Adam Fischer noted that GDOT is about to issue the purchase order for the first six electric buses, which will take about 12 months to construct.

Bill Bruce noted that Oak Ridge Town Manager Bruce Oakley has accepted a position at Southport, NC, and will be leaving his position in two weeks. He has been with Oak Ridge for 13 years.

3. Wrap-Up

The next TCC meeting will take place September 20 at 10:30 am in the 3rd Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 11:51 am.