



TRANSPORTATION ADVISORY COMMITTEE
Minutes of February 28, 2018
2:00 p.m., Greensboro, NC
2nd Floor, Greensboro City Council Chamber
Melvin Municipal Office Building

ATTENDANCE

Marikay Abuzuaiter	<i>TAC Chair</i>	Adam Fischer	<i>GDOT</i>
Justin Outling	<i>TAC Member, City of Greensboro</i>	Tyler Meyer	<i>GDOT/MPO</i>
Skip Alston	<i>TAC Member, Guilford County</i>	Dan Amstutz	<i>GDOT/MPO</i>
Mike Fox	<i>TAC Member, NCDOT BOT</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Dena Barnes	<i>TAC Member, Town of Summerfield</i>	Tram Truong	<i>GDOT/MPO</i>
Mike Mills	<i>NCDOT Division 7</i>	Craig McKinney	<i>GDOT/MPO</i>
Chris Spencer	<i>GDOT</i>	Joe Geigle	<i>FHWA</i>
David Hampsten	<i>Bikesboro</i>	Michael Abuya	<i>NCDOT TPB</i>
Sheldon Herman	<i>Bikesboro</i>	Scott Rhine	<i>PART</i>
Dabney Sanders	<i>Action Greensboro/Downtown Greenway</i>	Palmer McIntyre	<i>Piedmont Land Conservancy</i>
Taft Wireback	<i>Greensboro News & Record</i>		

Marikay Abuzuaiter called the meeting to order at 2:02 pm.

Introductory Items

1. Conflict of Interest Policy Statement

Marikay Abuzuaiter read the Conflict of Interest Policy Statement required by the State Ethics Act: it is the responsibility of each committee member to avoid conflicts of interest and if there are any to identify them now. No conflicts were raised by members.

2. Reports, Concerns, and Discussion from MPO Area Towns

There were none.

Planning for the transportation future

3. Public Comments

David Hampsten, Bikesboro, invited TAC members and the public to a community led design charrette, hosted by the UNCG Center for Community-Engaged Design, to discuss redesigning W. Gate City Boulevard from S. Elm Street to Coliseum Boulevard. The charrette will be on March 13 from 1:30-4:30 pm at 842 W. Gate City Boulevard, which are the offices for the UNCG Center for Community-Engaged Design. The intent is to develop a community-driven conceptual design that will incorporate all modes of travel and make the corridor more transit-oriented. Marikay Abuzuaiter noted it may be good to have city staff there if they are available. Hampsten said he will send a request to the city and PART for someone on staff to attend.

Sheldon Herman, Bikesboro, noted the design charrette will have the community lead the roadway design instead of city staff. He also noted federal regulations require MPOs to have transit providers represented on their boards and reiterated his request that the TAC consider including representation for other modes or special populations by adding non-elected members to the board. Abuzuaiter said his question has been addressed at previous meetings and the TAC is a committee for elected officials. Adam Fischer said the TAC, being made up of elected officials, represents all modes of travel used by constituents. Herman stated his belief that the current TAC members do not have the same experiences as people who use transit, walking, or bicycling as their primary modes of travel, and cannot properly represent those modes. Tyler Meyer noted the MPO meets federal requirements for board representation; however, a transit representative should be formally reestablished since Jamal Fox is no longer on the board, and he was the previous designee. Fischer noted Abuzuaiter serves on the PART board and she may be a logical choice for MPO transit representative. Mike Fox said elected officials are tasked with representing everyone and must learn about those experiences to be able to fully represent them. However, community members need to come and bring issues to elected officials in order to resolve them. Abuzuaiter said certain specific issues or locations which can be reviewed more closely can be brought up and addressed by the board. Fox noted the renewed emphasis at the state level to look at all modes of travel through the statewide Complete Streets Policy, in order to integrate all modes into new infrastructure projects. Abuzuaiter added that recent projects such as sidewalks and bike lanes on E. Bessemer Avenue show the City is committed to improving conditions for all modes. Fischer noted GDOT's goal of constructing 100 miles of sidewalk in ten years and 75 miles of bike lanes in five years, which is ongoing.

Action Items

1. Approve Minutes of January 24, 2018

Mike Fox moved to approve the minutes of the January 24, 2018 meeting. Justin Outling seconded the motion. The TAC voted unanimously to approve the minutes of the January 24, 2018 meeting.

2. FY 2018-2027 MTIP Administrative Modification: Accelerate I-5852A and B-5713

Tyler Meyer presented the MTIP Administrative Modification:

- NCDOT will resurface approximately 14 miles of I-73 between I-40 and I-85 under project I-5852A. The Willow Road Bridge over I-40/ Business I-85 will be replaced under project B-5713.
- Replacement of the Willow Road Bridge is a strategic opportunity to put in bicycle and pedestrian facilities because there are few options to get over the interstate and the current bridge is very narrow with no sidewalks or bike accommodations.
- Both projects will be accelerated for construction by one year, moving from FY 2020 to FY 2019.

Skip Alston moved to endorse the FY 2018-2027 MTIP Administrative Modification: Accelerate I-5852A and B-5713. Justin Outling seconded the motion. The TAC voted unanimously to endorse the FY 2018-2027 MTIP Administrative Modification: Accelerate I-5852A and B-5713.

3. FY 2018-2027 MTIP Amendment: US 70 Widening U-2581B

Tyler Meyer presented the MTIP Amendment:

- This action splits up the US 70 Widening project between Mt. Hope Church Road and Rock Creek Dairy Road into three different sections: U-2581BA, Mt. Hope Church Road to Birch Creek Road; U-2581BB, Birch Creek Road to Knox Road; and U-2581BC, Knox Road to Rock Creek Dairy Road.
- U-2581BA will be accelerated to have right-of-way acquisition in FY 2019 and construction in FY 2020.
- U-2581BB and U-2581BC will be programmed for construction in FY 2024 and FY 2025 respectively.
- Mike Fox asked if the action changes the schedule of the U-2581BA section and if breaking this project into sections makes it easier to score in Prioritization. Meyer said the action does not slow down the BA section and formally makes the section breaks for the project to allow the BA section to proceed. It may improve the Prioritization scores but also allows the other sections to take longer, if needed, if there is more complicated environmental documentation associated with the other sections.

Justin Outling moved to approve the FY 2018-2027 MTIP Amendment: US 70 Widening U-2581B. Skip Alston seconded the motion. The TAC voted unanimously to approve the FY 2018-2027 MTIP Amendment: US 70 Widening U-2581B.

4. Piedmont Legacy Trails Presentation and Resolution

Tyler Meyer introduced Palmer McIntyre, conservation planner with the Piedmont Land Conservancy, who gave the presentation:

- Piedmont Legacy Trails is a regional, collaborative initiative to promote and elevate greenways and trails in the 12 counties of the Piedmont Triad. The purpose is to work together to create a regional network of connected trails across the Piedmont.
- There are already a lot of great trails and greenways in the region and in Greensboro, including those in state parks, urban greenways like the Downtown Greenway, and the Watershed Trails on the north end of Greensboro.
- Water trails and blueways are also included, to create access for water-based recreation.
- Trails are advanced through regional branding, education, resource support, and marketing.
- Part of this effort is to build an interactive map for all the trails in the region, which has required collecting data from local agencies. PTRC is acting as the hub of this data collection and mapping effort.
- An annual Trails Summit has been held over the past few years. The 2018 Summit is on April 13 and about 100 people are expected to attend from across the region.
- Trail investments have many different benefits, from health, to the environment, to economies, tourism, and the community.
- Health benefits:
 - Trails are accessible and free recreation options that encourage an active lifestyle
 - The East Coast Greenway in the Durham/Raleigh area was shown in a study to provide health savings through a cost/benefit analysis, based on 3.6 million hours of recreation
- Environmental benefits:
 - They are low impact development that provide a wildlife corridor as well
 - Provides a buffer from streams to improve water quality
 - Promotes alternative modes of transportation to reduce vehicle trips and reduce emissions
 - Promotes tree growth
- Economic benefits:
 - Multiplier effect from dollars invested into trails
 - Tourism benefits – trails create opportunities for new events and activities
 - Can brand a town as a “trail town” to improve visibility
- Community benefits:
 - Attracts young professionals and creates a new town square for people to gather

- Is the #1 neighborhood amenity that people desire
- The Town of Elkin is building a network of trails to connect into their town. They started about 5 years ago and there are already new businesses in town, thousands of people using the trails, and the town is centering more and more around the trails as a way to revitalize the area.
- The initiative is guided by a 12 county steering committee.
- A resolution has already been adopted by the two RPOs in the region, the Greensboro Parks & Recreation Board, and the Guilford County Parks & Recreation Board.
- Mike Fox asked if McIntyre had sent invitations for the Summit to the TAC and suggested that invitations be extended to the other MPOs in the Triad as well. McIntyre thanked him for the suggestion and said they will send additional invitations to the MPOs.
- Marikay Abuzuaiter asked how long the initiative has been active. McIntyre noted it started to be discussed a couple of years ago and this year they are trying to launch it. Dabney Sanders assisted with its initial development. The initiative will be sponsoring several Trails Day events around the Triad, the first Saturday in June.

Mike Fox moved to endorse the Piedmont Legacy Trails Resolution. Justin Outling seconded the motion. The TAC voted unanimously to endorse the Piedmont Legacy Trails Resolution.

Business Items

1. Draft FY 2018-2019 UPWP

Tyler Meyer presented the UPWP:

- The FY 2018-2019 UPWP is being developed and a draft is included in the handout. It will be brought back to the TAC in March for approval.
- The document covers activities from July to the following year.
- The document has been changed some from last year, and is more customized for expected work tasks such as Vision Zero and updating the travel demand model.

2. Old Battleground and Cotswold Terrace Update

Tyler Meyer presented this update:

- A public meeting will be held March 1 at the Lewis Recreation center to provide a recommended design for the intersection of Old Battleground Avenue and Cotswold Terrace. *Note: an additional public meeting will be held on March 19 at Lewis Recreation Center, and the online comment period will extend through April 9.*
- On December 7 a public meeting was held in coordination with the Greensboro Police Department, Fire Department, and the National Park Service in order to discuss traffic issues surrounding the severing of Old Battleground and the removal of part of Cotswold Avenue from the Urban Loop construction.
- The meeting was an opportunity for the public to give comments and feedback about the issue as well as comment on alternatives that GDOT developed for connecting Old Battleground Avenue and Cotswold Terrace and making other traffic pattern changes in the area. Five different alternatives were developed: a full access roundabout, two types of modified roundabouts, an option with no connection to Battle Forest, and an option to cul-de-sac Old Battleground Avenue.
- The December meeting had about 400 people, and 694 responses were received on the public survey.
- Overall, 68% preferred the full access roundabout. GDOT staff recommended this as the selected design alternative based on this public input as well as traffic, safety, and emergency response considerations. The project would also include a traffic signal at Cotswold Avenue and Cotswold Terrace. It is on an aggressive project delivery schedule, with design to be completed in the summer and construction to start in the fall to be complete by early 2019.

- Justin Outling noted the full access roundabout is the preferred option based on the support for it in the survey and it has been the higher preference based on comments he has received as well. He asked how staff expects to address the concerns of residents that may have preferred another option. Adam Fischer said the issue of major concern that keeps coming up is about cut-through traffic. Staff will continue to meet with residents to identify potential mitigation measures such as traffic calming features to discourage cut through traffic. The selected design alternative should address cut-through traffic on Regents Park Lane, which has increased because Old Battleground was cut off, but other measures will be needed for Cotswold Terrace. Completion of the Urban Loop should put the link back in place for local traffic and allow through traffic to avoid the neighborhoods. Mike Fox noted that roundabouts typically have more right-of-way impacts than traditional intersections, and asked if those impacts were known yet. Fischer said the recommended alternative is currently under design, so the impacts are not fully known, but staff are trying to reduce those impacts as much as possible. Fox said it would be good to know about major impacts up front, such as property condemnation. Fischer said no structures should be impacted and they are trying to avoid taking out trees as well. Fox asked if the nearby property owners had been contacted yet. Fischer said the Engineering & Inspections staff is still working through the design and the meeting on March 1 will be the start of conversations with local residents about this proposed design alternative. Fox recommended that staff reach out to property owners ahead of time to let them know about potential impacts of the project. Fischer noted surveying is the first point of contact with property owners typically, and those notifications have gone out already. This design is still functional and specifics of property needs for negotiations are not known yet. Fox said staff may want to make additional effort to reach out to potentially affected residents to head off any problems early on and ensure they attend the public meeting.
- Marikay Abuzuaiter asked how the GTA bus route has been affected. Fischer noted the bus route used to circulate down Old Battleground Avenue, but it had to be readjusted to travel Battleground Avenue instead. This route goes farther out and people on Old Battleground Avenue need to walk to Battleground Avenue to catch the bus. With this recommended improvement the original route could be reestablished. Tyler Meyer added the new route actually reaches new clients and users, who have been wanting this route for a long time. An issue has been the route timing reliability due to how far out the bus has to travel, but this is partly because the route deviates to reach Women's Hospital. Once the hospital moves to its new location this should be less of an issue. GTA will continue to monitor the new route and will review it in the context of the proposed recommendations for the Mobility Greensboro 2040 transit plan update.
- Fox asked if there are existing sidewalks in the neighborhood by Cottage Place. Fischer noted that generally speaking, there are not. Craig McKinney noted there is a project to complete sidewalks on Cotswold Avenue up to Old Battleground Avenue. For local streets residents typically have to complete a petition. Fox asked if residents have requested sidewalks or if the City has considered installing them in the neighborhood. Fischer noted the City is still working to add sidewalks to major thoroughfares and a petition is needed to prioritize local residential streets, where a majority of property owners have to agree with a sidewalk project. Outling said he has received feedback from residents on both sides – some who stated they do not want sidewalks, and some who say they do.

3. Division Engineer Updates

Mike Mills said the Western Urban Loop from Bryan Boulevard to Battleground Avenue is still about three weeks away from opening, so it will be open in March. The next section from Battleground Avenue to Lawndale Drive is ahead of schedule. The last section from Lawndale Drive to US 29 is expected to let in March of this year. The high impact low cost projects include three in Guilford County. They plan to let the contract for these projects in 2018 for the year one and two funding.

4. Project Updates

Craig McKinney presented the following project updates:

- Mackay Road Widening from Willamsborough Lane to the railroad crossing: A public meeting was held February 2 at Griffin Recreation Center. It was lightly attended with about 20-30 people attending. The anticipated schedule is to begin right-of-way in summer 2018, begin construction in spring 2019, and finish by fall 2019.
- Hilltop Road Grade Separation (P-5713): Several different alignment alternatives are being reviewed. The expected schedule is to have right-of-way acquisition in 2022, and construction to start in 2024. The alternatives will be pared down to three or four. Mike Mills noted a public meeting on this project on March 22 at the Korean United Methodist Church at Hilltop Road and E. Woodlyn Way.
- Friendly Avenue Improvements from Green Valley Road to Lindell Road (U-5841): This is a capacity improvement project that will install dual left turns off of Lindell Road to Friendly Avenue, lengthen the left turn lane into Wesley Long Hospital, lengthen the existing culvert for the N. Buffalo Creek, and create a consistent five lane section. The slip lanes at Friendly Avenue and Green Valley Road will be removed to increase pedestrian safety. Right-of-way is expected to start this year, with construction in 2019. Mike Fox suggested reviewing the signage coming off Wendover Avenue eastbound, as he got confused coming off Wendover Avenue and ended up going into Wesley Long Hospital accidentally, when he meant to turn towards Green Valley Road. He was not sure what lane he needed to be in. Mills noted the purpose of the project is for the dual left turns onto Friendly Avenue, but signage is something that can be looked at within the scope of the project.
- Randleman Road Widening from Glendale Drive to W. Elmsley Drive (U-5850): this is a multilane widening project but there are complications on both sides of the road. On the west side is a Duke Energy power transmission line is very close to the existing footprint of the road, as well as a church cemetery. On the east side north of the CVS Pharmacy, up to the project limits, there is a linear wetland. There will need to be some additional public involvement with this project. Currently, right of way is planned for 2019 and construction is planned for 2020.
- I-73 Ramp to Business I-85 (I-5989): Drivers are running off the road at this ramp due to elevation challenges and sight distance issues. Alternatives are being reviewed by NCDOT. Right of way is planned for 2023 and construction is planned for 2024. Mills noted trucks have had a major problem with this ramp, and load shifting may be part of the issue. A lot of additional signage has been put in place, along with flashing warning lights too. Mills noted it is still being scoped out, and options include lengthening the ramp or having a different ramp flyover. NCDOT does not want to close the loop and drop that access. Marikay Abuzuaiter noted this appears to be a public safety issue and asked if the project can be sped up to complete before 2023. Mills said he can look into this and see if funding can be shifted around. However there are a lot of projects ongoing, and this project is just starting to be scoped out. Mike Fox agreed the project should be done sooner, but it will depend a lot on what the recommended improvements are and how much it is going to cost. Mills noted some potential options will greatly exceed the estimated cost in the TIP.
- Gallimore Dairy Road from NC 68 to East Airpark Drive (U-4015A): The limits of the project originally went from NC 68 to International Drive, but the road is already five lanes north of Airpark Drive through the interchange with I-40. The limits were revised at the scoping meeting to be from about the southernmost driveway into Airpark Center to NC 68. A consistent five lane section will be provided. A map of the project to show the public should be available later this year. Right of way is planned for 2021, and construction is planned for 2023.
- Battleground Avenue Widening from Cotswold Avenue to Westridge Road (U-5892): The plans are for a six lane divided facility that will tie into the new ramps at the Urban Loop as well as the intersection improvement projects the city has at Westridge Road and Battleground Avenue and New Garden Road and Battleground Avenue. Alternatives and scheduling are being reviewed, as well as public involvement and discussions with the National Park Service. Right of way is planned for 2019, and construction is planned for 2021. Fox asked for the estimated cost for the project. Tyler Meyer

noted the cost is listed at \$16 million in the TIP. Fox asked if the intersection improvements are expected to be completed by the time this project start. Meyer noted they will be completed and this project is in the Regional Needs Tier of Prioritization, so it is less budget constrained. McKinney said there are some punch list items left for the Battleground-New Garden project and the Battleground-Westridge project will go out to bid later this year. Paving and milling is being done on the Battleground-Cone project to finish it out.

- Summit Ave Streetscape from Lindsay Street to Sullivan Street: Last week there was a public meeting about this project. About 50 people attended to provide comments. The project has several different phases and ties into the Downtown Greenway Phase 2 construction as well. Right of way is set for 2018 and construction in 2019. The city has plans to extend the project further north on Summit Avenue up to Fourth Street.
- Church Street Widening from Wendover Avenue to Cone Boulevard (U-5851): This project is being handled in Raleigh instead of the Division office. It is a multi-lane widening, to five lanes or four lanes divided. A four lane divided facility could seriously impact businesses, as well as the fire training center, White Oak historic district and church, and Cone Elementary school. There is expected to be public outreach done later this year. Adam Fischer noted this was a bond project picked up by NCDOT for state funding, and is intended to relieve north-south congestion. This is a facility parallel to Elm Street and it has been determined that there are not going to be any vehicular improvements to Elm Street in the near future. Fox asked if the intention is to make a consistent cross-section through the corridor. McKinney said this will be looked at during the project design. Mills said there are various needs out there and NCDOT will try to fit a project that will satisfy the capacity needs, safety, and affected stakeholders. Fox recommended reaching out to Cone Hospital as a major stakeholder. Mills said they are a long way from producing alternatives and getting them out to the public. Fox noted the hospital has refocused their entrance onto Church Street. Fischer noted when this was still a City project it was already intended to be multi-lanes, and the City has been working with the hospital off and on for a while. Mills asked Fischer to provide the original plans from City to give to the consultant so they can see what work has already been done. Chris Spencer said there will be a traffic signal installed on Church Street at the hospital entrance. Fischer said the initial concept included bike lanes to be installed at some sections that were worked into the City concepts. He also noted the plans to put in bike lanes onto Elm Street in the near term, although there is no widening involved.

5. Strategic Reports

The following Strategic Reports were presented:

- State Ethics Act: Tyler Meyer reminded TAC members about the April 15 deadline to file the State Ethics forms. He recommended filing them early and to answer N/A rather than leaving any questions blank. There will be a \$250 fine for improperly filed or late forms. The Ethics Commission staff are helpful and should be called if you have any questions or have trouble filing.
- Prioritization 5.0: Lydia McIntyre noted project scores will be released by NCDOT at the end of March. At that point we will know quantitative scores for all projects as well as those funded at the Statewide Tier, which includes certain rail projects, airport projects, and major highway projects. The draft assignment of local points will take place from April to June and will include public involvement.
- FAST Act Compliance: McIntyre explained the Public Participation Plan, the Metropolitan Transportation Plan, and the Metropolitan Transportation Improvement Program need to be updated to address FAST Act requirements by May 27. Staff are planning to get the updates done to be adopted by the May 9 MPO meeting.
- Vision Zero Program: McIntyre noted that VHB's work on this project continues. Staff are also reaching out to stakeholders and thinking through how to structure the process. Staff plan to bring a presentation on Vision Zero to the March 6 City Council meeting and then have an endorsement from Council at the March 20 meeting. Stakeholders being contacted include local police and

sheriffs, public health departments, hospitals, as well as also businesses interested in safety such as Volvo, and Syngenta. Feedback from the TAC on additional contacts or needed stakeholders is welcome. An April summit is in the planning stages.

Other Items

1. Board Member Update

Mike Fox said the upcoming March Board of Transportation meeting next week will be in Charlotte. In June they will visit Wilmington and in October they will visit the mountains in the western part of the state. As part of the traveling meeting they will do tours of projects and infrastructure, hear what challenges the local community has, and have discussion with local elected officials and staff. The focus of the board meeting in Charlotte will be on multi-modal transportation. The board will walk to some events, take the trolley for other events, and also ride on the new Blue Line light rail over to UNC-Charlotte. This is an opportunity for senior staff to view other types of projects, and see how they can be applied that in their own areas.

2. Regional Updates

Scott Rhine noted several businesses off of McConnell Road near the interstate have contacted PART and are interested in transit options outside of the city limits. PART will introduce them to vanpool options that they offer as well as potential public-private partnerships. A call center which has moved jobs from Roanoke, VA, down to Greensboro, has interest in using private funds to assist with that. The PART Board is interested in having discussions about seamless passenger fares among all the local systems, similar to what is in the Triangle area and other parts of the country. Currently there are some complimentary fare passes that can be expanded upon. There will a kick off meeting on Friday March 2 to discuss this. On March 21 the NCDOT Public Transit Division in Raleigh will hold a meeting about their strategic plan. PART will run a bus from the Triad for staff or elected officials from local jurisdictions to attend the meeting. PART has been working with Division 9 about mitigation strategies during the Business I-40 closure that will be happening later this year, including potential transit access during the closure. PART will do a lot of marketing outreach and education for people traveling through the area about what their options are.

3. Wrap-Up

- Justin Outling noted he had received complaints from attorneys about problems finding their way from the PTIA to Greensboro, and asked for an update about new signage to direct drivers to Greensboro. Mike Mills said there are some temporary signs on NC 68 northbound, which will be replaced with larger signage soon. NCDOT will also look at signs coming out of the airport and what can be arranged. They will have to see if the overhead signs are big enough to add more lettering, if they could put another sign on it, or what else can be done. There are some signs that have been produced that are just waiting for the contractor to put up. Mike Fox asked about putting down pavement markings that also have directional indications similar to what was done on the southern Urban Loop. Mills said this could be looked at as another alternative. Outling said he finds the pavement markings useful. Fox said they can be helpful when there are a lot of lanes and you don't know which lane you need to be in.
- Craig McKinney noted there is a public meeting for the Alamance Church Road widening project on March 15 at Mount Zion Church from 5:30-7:30 pm.

The meeting was adjourned by Marikay Abuzuaiter at 3:32 pm.