



TECHNICAL COORDINATING COMMITTEE
Minutes of February 28, 2018
10:30 a.m., Greensboro, NC
3rd Floor GDOT Conference Room
Melvin Municipal Office Building

ATTENDANCE

Tyler Meyer	<i>GDOT/MPO</i>	Chris Spencer	<i>GDOT</i>
Daniel Amstutz	<i>GDOT/MPO</i>	Michael Abuya	<i>NCDOT TPB</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Mike Mills	<i>NCDOT Division 7</i>
Craig McKinney	<i>GDOT/MPO</i>	Alex Rosser	<i>PTAA</i>
Yuan Zhou	<i>GDOT/MPO</i>	Palmer McIntyre	<i>Piedmont Land Conservancy</i>
Joe Geigle	<i>FHWA</i>	Scott Whitaker <i>(by phone)</i>	<i>Town of Summerfield</i>
Kelly Larkins	<i>PTRC/PTRPO</i>	Kyle Laird	<i>PART</i>
Matt Wallace	<i>Guilford County</i>	Shawna Tillery	<i>Greensboro Parks & Recreation</i>

Tyler Meyer called the meeting to order at 10:32 am.

Action Items

1. Approve Minutes of January 24, 2018

Chris Spencer moved to approve the minutes of the January 24, 2018 meeting. Mike Mills seconded the motion. The TCC 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.

Planning for the transportation future

- Mike Mills said NCDOT will be letting the interstate maintenance contract in October (start of FY2019). Most of the work will be done the following spring and summer, but they want to give the contractor as much time as they can because there is lots of work to do. The contractors usually need more than a normal construction cycle – the interstate maintenance may take up to two years. Meyer asked about the Willow Road Bridge timeline and noted it was very important to get bicycle and pedestrian accommodations with it. Mills said he will check on the status of the project and said if the City has plans for sidewalk on Willow Road they should be able to include sidewalk on the bridge. Meyer noted the City has bike lanes planned for Alamance Church Road and Gate City Boulevard in proximity to the project.

Mike Mills moved to recommend the FY 2018-2027 MTIP Administrative Modification: Accelerate I-5852A and B-5713 to the TAC for endorsement. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Administrative Modification: Accelerate I-5852A and B-5713 to the TAC for endorsement.

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 Mills said various technical details are being worked out about these projects and he will be able to provide more information in May or June. Generally speaking, the BA section is a simpler design, while the BB and BC sections have more complications that will need to be worked out.
- Joe Geigle asked about cost differences between the original U-2581B and the three new parts. Meyer noted that NCDOT program development has likely revised the cost estimates and are now working with better estimates than they originally had.

Mike Mills moved to recommend the FY 2018-2027 MTIP Amendment: US 70 Widening U-2581B to the TAC for approval. Michael Abuya seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Amendment: US 70 Widening U-2581B to the TAC for approval.

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.

Kyle Laird moved to recommend the Piedmont Legacy Trails Resolution to the TAC for endorsement. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the Piedmont Legacy Trails Resolution to the TAC for endorsement.

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. TCC members are encouraged to review the draft and provide feedback to MPO staff by the next TCC meeting.
- The document covers activities from July to following year.
- The document has been changed some from last year, and is more customized for expected work tasks.

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.
- 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. 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.
- Craig McKinney noted the recommended design was released to the media earlier in the week and comments have already been coming in, with most being positive about the selected design.
- Chris Spencer noted the traffic signal would be installed about the same time as the roundabout, and will be needed as more traffic is expected once the road is opened up again. Meyer noted the A&Y Greenway will be bridged over the Urban Loop.
- The summary of public comments can be found at www.greensboro-nc.gov/cotswold-oldbattleground.
- Mike Mills asked if the full access roundabout is the final design. Meyer said this is the recommended design, and the next public meeting is to solicit more input on it, but this is what GDOT is intending to move forward with. City Council can weigh in and will have to approve the contract award for the project as well. Spencer noted this is a city project but there will need to be some coordination with NCDOT about the signal installation.

3. 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. Tyler Meyer asked about the cross section. McKinney said he expects it will be five lanes with sidewalks and wide outside lanes for bicycling.
- 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. Mike Mills said the alternatives will be pared down to three or four. Mills noted a public meeting on this project at the end of March; he will double check in the date. *(Editor's Note: the public meeting will be 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. Daniel Amstutz asked about the free flow right turn lane from Green Valley Road onto Friendly Avenue and if it was needed. McKinney explained the functional design being shown was an older design and that all the free-flow right turns at Green Valley Road and Friendly Avenue should be eliminated. Right-of-way is expected to begin this year and construction should begin next year. Mills noted NCDOT is reviewing the need for the separate right turn only lane eastbound on Friendly Avenue turning onto Lindell Road. Lydia McIntyre asked about the scope of the project. A concrete median island on Friendly Avenue extending west of Green Valley Road was included with the resubmittal of the project to Prioritization. McKinney said a decision was made at the scoping meeting to stop the project at Green Valley, and anything further west would need to be a separate project. Mills said the project was scored based on the issue of the double lefts off of Lindell Road, and including the median west a few blocks was outside the scope and added too much to the project. Meyer said the project was resubmitted to include a median down to the first Friendly Center driveway where there is a documented crash problem so the median is accounted for in the scoring also. McIntyre noted staff had talked to the SPOT office about this revised scope so it would be scored appropriately. Mills said the schedule might change if this additional work is added to it. Chris Spencer explained that a new project will be developed and submitted to incorporate the median near Pembroke if it is to be left out of the current project at Green Valley Road. Meyer stated that further discussion on this issue might be needed. Amstutz asked Shawna Tillery about the Participatory Budgeting (PB) project for the Lake Daniel Greenway at Friendly Avenue and if Parks & Recreation intends to look closer at certain greenway end points.

Tillery noted the PB project will install new benches and a water fountain this coming summer and they have not looked at further improvements to the terminus of the greenway.

- Randleman Road Widening from Glendale Drive to W. Elmsley Drive (U-5850): McKinney noted 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. McKinney is checking with Water Resources to see if there are other wetlands that can be improved as mitigation for this project. Meyer noted sidewalks and bike lanes are planned, or a sidepath could be an alternative. The need for the multi-lanes was validated by future traffic estimates. 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. Alternatives are being reviewed by NCDOT. Right of way is planned for 2023 and construction is planned for 2024. Mills noted it is still being scoped out, and options include lengthening the ramp or having a different ramp flyover. Depending on the design, there may be right of way impacts. Efforts have been made to alert drivers about the superelevation on the ramp and to be careful – the curve is not any worse than any other ramp in the state – and NCDOT does not want to shut down the ramp if it can be avoided.
- 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. There are some challenges with adding sidewalks along the road because of grade issues. The sidewalk will go from NC 68 up to the southernmost driveway into Airpark. A greenway or sidepath down to the Bicentennial Greenway is also being considered. East of Green Point Drive, there is a culvert that will need to be replaced, and there is possibly an option for putting in an additional culvert for a bicycle and pedestrian greenway connection that would follow along the East Fork Creek. This connection would lead up to commercial areas north of there. There is interest from the Piedmont Land Conservancy in pursuing this greenway. 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.
- Summit Ave Streetscape from Lindsay Street to Sullivan Street: Last week there was a public meeting about this project. 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 or four lanes divided. The size of the median currently being considered in a four-lane divided facility is 23 feet. NCDOT is also currently considering a super street design. Meyer noted this is a good candidate for a context-sensitive design and should involve a tighter urban cross-section: this is a constrained corridor with businesses, the fire training center, the white oak historic district, and the historic Buffalo Presbyterian Church and Cone Elementary. Mills noted this is a complex project and which is partly why it was shifted to the central office. Division 7 will still have a lot of input on the final design. Mills said it is more likely to be a divided facility if the future year traffic counts are 25,000 vehicles or more. Spencer noted a traffic signal will be constructed at the Cone Hospital entrance on Church Street. Meyer added that a section of the N. Buffalo Creek Greenway is to be constructed with this project. Right of way is set for 2020 and construction in 2022.

4. Strategic Reports

Lydia McIntyre presented the following Strategic Reports:

- Prioritization 5.0: Project scores should be released 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: 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. Joe Geigle explained that after that date no future amendments to the MTIP can be made until those documents are brought into compliance (administrative modifications could still proceed). McIntyre noted staff are trying to determine what information is needed to be included for performance measures that have not had targets set yet. NCDOT is still developing the targets for these measures. Geigle said a placeholder can be included right now with the adopted targets and blank areas for the other targets until they get adopted. The two additional planning factors (resiliency and tourism) need to be addressed as well. He recommended putting information in an appendix to the existing MTP for how the MPO is meeting the FAST Act requirements. When the next MTP update is developed more information can be incorporated. Geigle suggested speaking with Debbie Collins at NCDOT on the transit portion. McIntyre noted she will pull in Guilford County TAMS and PART to help as well. Staff intends to prepare the document updates for approval at the May 9 MPO meetings.
- Vision Zero Program: VHB's work on this project continues. Staff are also reaching out to stakeholders and thinking through how to structure the process. 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. An April summit is in the planning stages.

Other Items

1. NCDOT Update

Mike Mills noted many of the projects have already been discussed. A new feature of the NCDOT project list is a column showing the project lead. 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.

2. TCC Member Updates

Mike Abuya called attention to the current TPB newsletter. He also said NCDOT will update statewide traffic counts in September. There is an NCDOT survey underway and the link is in the newsletter

Alex Rosser noted the airport is resurfacing its primary runway over a three year period for cash flow management purposes. Bids for the project came in almost double the original estimate. Construction on the first phase will start in April. Flight patterns will change a bit because other runways will be used. Also the airport will start clearing 140 acres on the north side of I-73 that they own. They are starting work on the new taxiway as well. Haeco opened a new \$60 million hanger facility, and is increasing their workforce to staff it.

Kyle Laird said PART has changed the routing of the airport area shuttles recently. There are now five shuttles instead of four and they operate on fixed routes.

3. Wrap-Up

The next TCC meeting will take place March 28 at 10:30 am in the 3rd Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 11:52 am.