



TRANSPORTATION ADVISORY COMMITTEE
Minutes of March 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>
Alan Branson	<i>TAC Member, Guilford County</i>	Lydia McIntyre	<i>GDOT/MPO</i>
Mike Fox	<i>TAC Member, NCDOT BOT</i>	Tram Truong	<i>GDOT/MPO</i>
Carla Strickland	<i>TAC Alternate, Town of Pleasant Garden</i>	Craig McKinney	<i>GDOT/MPO</i>
Mike Mills	<i>NCDOT Division 7</i>	Joe Geigle	<i>FHWA</i>
Chris Spencer	<i>GDOT</i>	George Linney	<i>GTA</i>
Jeff Sovich	<i>Greensboro Planning Dept.</i>	Gray Johnston	<i>GTA</i>
Katie Persons	<i>TMD</i>	Scott Rhine	<i>PART</i>
Russ Chisholm	<i>TMD</i>	Tammi Thurm	<i>City of Greensboro</i>
Debra DeCamillis	<i>TMD/MS</i>	Cheryl McQueary	<i>GTA Board</i>
Taft Wireback	<i>Greensboro News & Record</i>		

Marikay Abuzuaiter called the meeting to order at 2:04 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.

Planning for the transportation future

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

There were none.

3. Public Comments

There were none.

Action Items

1. Approve Minutes of February 28, 2018

Skip Alston moved to approve the minutes of the February 28, 2018 meeting. Justin Outling seconded the motion. The TAC voted unanimously to approve the minutes of the February 28, 2018 meeting.

2. Affirm TAC Transit Representative

Tyler Meyer presented the agenda item:

- Transit representation on the MPO TAC is required under federal law. The TAC reviewed federal requirements in 2014 and determined a method of TAC transit representation.
- TAC bylaws were revised in 2014 such that one of the four City Council representatives on the TAC is designated the transit representative and has the same authorities and responsibilities as the other members.
- The Transit representative must 1) consider the needs of all eligible public transportation providers that provide service in the metropolitan planning area; and 2) not seek to represent his or her local jurisdiction's interests on the MPO ahead of his or her transit representation responsibilities.
- Given Marikay Abuzuaiter's current membership on the PART Board, and discussions at the previous MPO meeting, among other considerations, it is recommended that she be affirmed as the TAC transit representative.
- Abuzuaiter recused herself from voting on this item.

Justin Outling moved to affirm Marikay Abuzuaiter as the TAC Transit Representative. Mike Fox seconded the motion. The TAC voted to affirm Marikay Abuzuaiter as the TAC Transit Representative, with four in favor and one recusal.

3. MPO Self-Certification

Tyler Meyer presented the MPO Self-Certification:

- The Self-Certification is an annual requirement completed prior to adoption of the UPWP.
- Self-Certification is based on a detailed checklist that is included with the meeting materials and affirms MPO compliance with requirements, including the USDOT Planning Process, the Clean Air Act, Civil Rights Act, and Americans with Disabilities Act.
- This certification is different from the FHWA/FTA certification review process which occurs every four years.

Skip Alston moved to approve the MPO Self-Certification. Justin Outling seconded the motion. The TAC voted unanimously to approve the MPO Self-Certification.

4. FY 2018-2019 UPWP adoption

Tyler Meyer presented the FY 2018-2019 UPWP:

- The UPWP accounts for planning grants and anticipated work of the MPO for 2018-2019, starting on July 1.
- There are \$330,108 in FHWA "PL" funds supplemented by \$100,000 in Surface Transportation Block Grant (STBG-DA) funds, as well as \$140,800 in FTA Transit Planning funds.
- The UPWP is due to NCDOT by March 31.

- Highlights of the work program include:
 - Prioritization 6.0 and the FY 2020-2029 TIP development
 - Mobility Greensboro 2040 Transit Plan Update
 - Greensboro Vision Zero Initiative
 - BiPed Plan Implementation
 - Performance measurement
 - Model enhancements, particularly freight modeling enhancements
 - Data collection for the model and CMP, and pedestrian, bicycle, and motor vehicle counting
 - Project development and management activities.
- Marikay Abuzuaiter inquired about the process for notifying TAC members when project implementation does not fit into an original plan and has to be changed due to conditions in the field. Meyer explained that staff are making necessary adjustments as time goes on, when opportunities present themselves or unexpected constraints come up. This is especially true for bicycling projects recommended in the BiPed Plan. Changes can be made to the maps in the form of amendments, and staff plan to do this with the BiPed Plan in the short term. An example of an opportunity not envisioned in the BiPed Plan three years ago is the Market Street bike lane between Eugene Street and Church Street that was installed last year.

Skip Alston moved to approve the FY 2018-2019 Unified Planning Work Program. Mike Fox seconded the motion. The TAC voted unanimously to approve the FY 2018-2019 Unified Planning Work Program.

5. FY 2018-2027 MTIP Amendment: Battleground at Westridge Intersection (U-5306B)

Tyler Meyer presented the MTIP Amendment:

- Construction for this project is scheduled for later in 2018. However, there is an error in the FY 2018-2027 TIP that incorrectly lists this project as under construction. This needs to be corrected before construction authorization can be secured.
- This error was included in the FY 2018-2027 TIP and was not identified by MPO staff before the TIP was adopted.
- This action is necessary to reinstate the project funding in the TIP.
- Fortunately, this amendment is not expected to have an impact on the project start date because it is not scheduled to start until late 2018 due to delays in utility relocation
- This project is large and extensive and this action increases the project funding amount to \$6 million up from the original estimate of \$3 million.
- Justin Outling asked why the cost of the project increased. Meyer said the original cost estimate was from 2011 or 2012 and based on preliminary planning-level cost estimates. The new cost is more detailed and based on current engineering specifications, so it has been substantially updated.

Skip Alston moved to approve the FY 2018-2027 MTIP Amendment: Battleground at Westridge Intersection (U-5306B). Alan Branson seconded the motion. The TAC voted unanimously to approve the FY 2018-2027 MTIP Amendment: Battleground at Westridge Intersection (U-5306B).

6. FY 2018-2027 MTIP Administrative Modification: I-40 / Elm-Eugene Interchange Safety Improvements (I-5964)

Tyler Meyer presented the MTIP Modification:

- Free flow right turns at slip lanes have led to a significant vehicular and pedestrian crash pattern on the northern half of the I-40 / Elm-Eugene Street interchange. The MPO submitted a project to eliminate the slip lanes and reconfigure curb lines to resolve the problem for consideration as a safety project under Prioritization 4.0. NCDOT selected the project at the Statewide Needs level and agreed to advance the project in the short term, originally to FY 2018.
- NCDOT now requests to delay the project one year to synchronize it with B-5356 I-40 bridge replacement project over South Buffalo Creek in FY 2019.

Justin Outling moved to endorse the FY 2018-2027 MTIP Administrative Modification: I-40 / Elm-Eugene Interchange Safety Improvements (I-5964). Mike Fox seconded the motion. The TAC voted unanimously to endorse the FY 2018-2027 MTIP Administrative Modification: I-40 / Elm-Eugene Interchange Safety Improvements (I-5964).

Business Items

Marikay Abuzuaiter recognized City Council member Tammi Thurm and former Board of Transportation and TAC Member Cheryl McQueary in the audience.

1. Mobility Greensboro 2040 Update

Gray Johnston introduced Russ Chisholm and Katie Persons from Transportation Management and Design (TMD), from the San Diego area. The draft network plan has been released and the public comment period is now open on the plan. Chisholm presented on the Mobility Greensboro 2040 Update:

- Chisholm stressed that this is a draft plan and they are looking for a lot of feedback on it from staff and the public.
- The context focuses on GTA but also includes connections to other modes, especially bicycle and pedestrian, as well as the built environment and land use.
- The draft final plan is expected to be brought back in the spring.
- Through public feedback, community meetings, and surveys (387 total responses on the survey), the highest priorities are (higher priority to less priority):
 - Frequency
 - Faster service
 - Reliability
 - Coverage
- Based on research and extensive experience, the most important element of a successful public transportation system is frequency; the second is speed, but frequency counts 3-4 times greater than speed.
- They have been spending a lot of time looking at this transit plan in connection to other plans in the area. Vision Zero is a key part of the equation when comes to accessing transit safely.
- The Plan Development Approach is:
 - Develop Network Vision
 - Identify Building Blocks
 - Create an Action Plan
- Mobility 2040 Plan Design Principles:
 - An easy to understand network – a complicated or difficult to use system will discourage current and potential users
 - Stronger frequency and fast network – key term is network so that not just one route is usable
 - Match service to markets
 - Concentrate on key customer experience attributes – mobility is sold trip by trip to customers; need to meet their expectations
 - Lay the groundwork for the future – 2040 plan but expecting to revisit it every 5 years
 - Coordinate land use, housing, infrastructure – well beyond GTA; integrate land use into this, have more interactive process between GTA and land use planning – design them the right way so public mobility helps public transit be successful
- 2040 Vision Building Blocks:
 - New frequent transit corridors
 - Updated supporting transit routes
 - New crosstown connections – more movement occurring between regions of the city that do not cross over downtown

- New community mobility hubs
- Mobility 2040 Vision Proposed Network:
 - Frequent core network (15 minute service)
 - Route 6, Summit Avenue
 - Route 10, Market Street
 - Route 11, Gate City Boulevard
 - Route 12, Elm-Eugene & Randleman – split route with bidirectional service
 - It is important to start with 15 minute service, which is better for all users, as people no longer need to plan their trip as far ahead. Ten-minute headways are even better. Users that plan their trips well ahead of time are a much smaller group to draw from. Most people want to walk up to catch the bus at a stop without having to know exactly when it comes.
 - Crosstown connectors
 - New Garden Road Connector
 - Cone Connector
 - Florida Street Connector
 - Southwest Connector
 - Holden Road Connector
 - Many riders identified Holden Road, from Friendly Avenue to Four Seasons Town Centre, as a very important crosstown service.
 - Supporting Local Network
 - Streamlined alignments for faster travel – only go off route when it makes sense
 - Provides coverage in areas of lesser demand
 - Balance travel delay and coverage
 - Community Mobility Hubs
 - Four Seasons Town Centre
 - Friendly Center
 - Pyramid Village Shopping Center
 - GTCC Wendover
 - Elmsley Walmart Center
- Mobility hubs are not in the same scale as the Depot, but do have significant adjacent uses.
- Mobility hubs are planned to be located at destinations that can be linked back to other modes: ridesharing, bike share, car share, vanpooling.
- Businesses can connect workers to the transit network that can be picked up with vanpools and small shuttles; the hubs can help to meet business needs.
- The transit network can be extended cost-effectively through mobility hubs.
- Each hub will be unique depending on public and private partners in the areas
- Mike Fox asked for more background about the master planning process. Adam Fischer noted that GTA was a legacy transit system that used to be run by Duke Energy until 1991, when the City of Greensboro took ownership of it and began operating it. At the time, the system provided 500,000 annual trips and had a budget of \$2.1 million. Today, the budget is about \$23 million (including paratransit costs) and provides over 4 million fixed route trips annually. The Mobility 2015 plan was developed in 2000 in order to provide direction on the growth of the system as public transit became more popular over the years. The Mobility 2015 plan added many new aspects to the service, as well as added incremental cost. The majority of the goals of the 2015 plan have been completed, so this new planning process is underway to guide the next 20 years of GTA's development. Public comments staff have received are asking for more frequent service, for example. Mobility hubs are a helpful option to give users access to other types of mobility that can access more people. Baseline improvements to the existing system can be made in the short term to make the service more efficient and work for more people more quickly. Fox asked if there is a handout with the presentation information. Fischer said all the information is on the website for the plan

(<http://getonboard2040.org/>). Fox noted that handouts are helpful for making notes and keeping track of what is being presented. He said that City Councilperson Sharon Hightower has been critical of the current spoke and hub framework of GTA service and asked if this plan is recommending changes to that. Chisholm noted the recommendations will augment this framework by providing crosstown routes and other opportunities for different types of travel. Fox asked if TMD looked at connections to employment centers as part of the planning process, such as hospitals, the airport, job centers and places where jobs are expected to grow. Chisholm noted this was part of their analysis. He explained that connecting public transportation to the airport job areas is a transit dilemma. There are six to ten job locations to serve at the airport and it can take at least 30 minutes to reach them all. Due to the lengthy trip it is unlikely that employees will use this service. Instead, it is better to get them to mobility hubs where they can travel to their work location from there. It is not cost-effective to run a continual bus service to the airport, so they recommend building partnerships with the airport and airport businesses in order to facilitate carpooling and ridesharing. Fox asked about providing service to the airport for airline passengers. Fischer said GTA is not allowed to use buses on PTIA property. However, PART runs the airport area shuttle, which they operate more efficiently and effectively than when GTA operated it. Fox asked why the GTA buses cannot operate on PTIA property. Fischer explained that the airport wants control over how ground passengers access and leave the airport. Fox said he was interested in this because he used a CATS bus when he visited the Charlotte airport recently.

- Justin Outling inquired about what funding sources are used to pay for public transportation in Greensboro and how much each source makes up in the total budget. Fischer explained that, roughly, 40-50% of the budget is locally funded, including from property tax and sales tax. Another 30% comes from the Federal Transit Administration, and about 5-10% comes from NCDOT. Outling asked how much of the budget is covered by user fees. Fischer said these cover about 22-23% of the cost of the service.
- Marikay Abuzuaiter asked about their analysis of serving areas of Greensboro that are growing fast such as around the airport, areas of the east Greensboro, and land opened up by the Urban Loop. Chisholm said how those new developments look and interact with the rest of the city is going to be important to making transit successful. Auto-oriented developments will make transit struggle to be usable and convenient. They need to be walkable communities with the integration of housing and businesses where transit, bicycling, and walking can be successful mode choices. New developments need to be able to make public mobility work – it needs to be integrated when designing for the development instead of as an afterthought. Transit struggles in places where the land use is not conducive to it. Other cities are testing out development strategies to make transit work better and play a bigger role. The draft recommendations are not proposing transit in areas where it really isn't going to work.
- Abuzuaiter asked how long the public survey will be open. Johnston said it will be open until April 29.
- How to work towards the 2040 vision:
 - Baseline network
 - Short term enhancements
 - 2040 vision
- Best practice design strategies:
 - Minimize deviations
 - Two way service – one way service is not effective for the customer and does not work like a transit network
 - All-week network – restoring good weekend service grows weekend and weekday riders
- Baseline Improvements
 - Minimize Deviations
 - They looked at how many people get on the bus on a deviation and the impact on other users. All users experience the delay when it deviates to get one or two people.

2. Division Engineer Updates

Mike Mills said the section of loop from Bryan Boulevard to Battleground Avenue is expected to open in mid-April, weather permitting. The last section of Urban Loop, Lawndale Drive to US 29, has been let, and bids are currently being reviewed.

Marikay Abuzuaiter noted there was a concern about the removal of the Reedy Fork Parkway bridge over US 29 and the ability of fire trucks from the Fire Station 59 on the east side of US 29 to cross over to access the Proctor & Gamble facility and other industrial sites. Mills said NCDOT will work with the Greensboro Fire Department to address any concerns they have about the project.

3. Project Updates

Tyler Meyer presented the following project updates:

- Old Battleground & Cotswold Terrace: A second design alternatives public meeting was held on March 19. About 75 people attended. Comments received on the proposed alternative have been more positive than negative so far. The public comment period will conclude April 9.
- Alamance Church Road Widening: A public meeting on this project was held recently. The road will be widened to three lanes and include sidewalks and bike lanes. About 50 people attended. Most concerns revolved around how the construction would affect travel during the construction process. The public comment period on this project ends March 29.
- Hilltop Road Grade Separation (P-5713): A public meeting was held about this project on March 22. Four alternatives were presented, two of which were new alignments, and the other two were on existing the existing alignment but showing different types of construction. One option is to build the project all at once, shutting the entire road down for about 18 months, while the other is to have a phased construction which will allow two lanes of traffic but would take closer to three years to construct. NCDOT is accepting comments on this project through April 30.
- US 29/Reedy Fork Parkway (R-4707): The selected alternative for this interchange is a diverging diamond. About 50-75 people attended a public meeting on March 26. Most of the concern from the public was about how a DDI operates. Comments will be accepted until April 26.
- Downtown Streetscape Study: A charrette-type meeting was held March 27 to get input on features to include in the Greensboro downtown streetscape. This project is funded by Greensboro bonds. An online survey is up where you can pick out types of improvements you want for downtown, and this survey will conclude on April 10.

4. 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.
- Bike Month MPO Resolution: May is Bike Month in Greensboro. May 14-18 is Bike to Work Week, and May 19 is Bike to Work Day. Action Greensboro is coordinating efforts for another Wheels on the Greenway event on Sunday May 6. The Ride of Silence will be May 16. Bike to School Days are being planned through Safe Kids Guilford County and LimeBike may do some events as well. Meyer requested that the TAC approve a resolution declaring May as Bike Month.
 - *Mike Fox moved to approve the MPO Bike Month Resolution. Skip Alston seconded the motion. The TAC voted unanimously to approve the MPO Bike Month Resolution*
- Section 5310 Call for Projects: The Call for Projects will be released April 2. Projects are due May 2 and will be screened and ranked in May. Project selection will be at the June MPO meeting. Tram Truong is coordinating this process.

- P5.0 Update: Project scores and Draft Statewide funded projects will be released on April 2. The draft assignment of local points and public involvement will take place April through June. TAC approval of the Project Assignment of Local Points for Regional projects will occur at the June MPO meeting and points for the Regional Tier will be submitted by the end of June.
- FAST Act Compliance: The Public Participation Plan is now out for review. The MTP and MTIP changes will go out for public review April 3. They will be brought to the MPO on the May 9 meeting for approval.
- Vision Zero Initiative: This is currently in the awareness phase, including working with the police and sheriff's office. The education phase will occur in mid-2018, and an action plan will be developed in late 2018. The initiative was approved by council on consent agenda at the March 20 meeting. Staff will meet with the safety and health group soon. They are working on getting a website operational as well as branding and marketing for the initiative. Invitations for a kickoff summit for staff at the Coliseum April 20 will be sent shortly.

Other Items

1. Board Member Update

Mike Fox thanked staff for sending the city resurfacing map. He commented that the pavement markings on Pisgah Church Road and Lees Chapel road are very faint. Pavement marking maintenance is a problem with NCDOT roads as well, and it is something that he has discussed with the Secretary. Adam Fischer noted that some roads were resurfaced very near the beginning of winter, so temporary markings had to be put down. Thermoplastic cannot be laid in cold weather. Fox said NCDOT is looking at ways to update pavement markings more frequently. He also noted that a utility line was cut in the new pavement on Pisgah Church Road across from McDonalds and the patching job was very poor. Whoever cut it needs to come back out and fix it as soon as possible. Fox noted the Board of Transportation recently met in Charlotte, where they focused on multi-modal transportation. More than \$3.5 billion is being invested in the Charlotte airport to improve terminals and other facilities. The Board rode the new light rail and they noted the remarkable economic development that has occurred along the line. Property values are increasing exponentially, which was great for the Board to be able to see. He noted they rode the CATS bus to the airport as well, which he can give more details about later.

2. Regional Updates

There were none.

3. Wrap-Up

- Marikay Abuzuaiter commended staff on their work on the Cotswold/Old Battleground workshops.

The meeting was adjourned by Marikay Abuzuaiter at 3:20 pm.