



TECHNICAL COORDINATING COMMITTEE
Minutes of March 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>by phone</i>)	<i>NCDOT TPB</i>
Lydia McIntyre	<i>GDOT/MPO</i>	Mike Mills	<i>NCDOT Division 7</i>
Craig McKinney	<i>GDOT/MPO</i>	Scott Whitaker	<i>Town of Summerfield</i>
Yuan Zhou	<i>GDOT/MPO</i>	Bill Bruce	<i>Town of Oak Ridge</i>
Tram Truong	<i>GDOT/MPO</i>	Mark Kirstner	<i>PART</i>
Joe Geigle	<i>FHWA</i>	Elizabeth Jernigan	<i>Greensboro Parks & Recreation</i>
Kelly Larkins	<i>PTRC/PTRPO</i>	George Linney	<i>GTA</i>
Matt Wallace	<i>Guilford County</i>	Gray Johnston	<i>GTA</i>
Jeff Sovich	<i>Greensboro Planning Dept.</i>	Katie Persons	<i>TMD</i>
Ted Kallam	<i>GSO Engineering & Inspections</i>	Russ Chisholm	<i>TMD</i>
		Debra DeCamillis	<i>TMD/MS</i>

Tyler Meyer called the meeting to order at 10:37 am.

Action Items

1. Approve Minutes of February 28, 2018

Mike Mills moved to approve the minutes of the February 28, 2018 meeting. Scott Whitaker seconded the motion. The TCC voted unanimously to approve the minutes of the February 28, 2018 meeting.

Planning for the transportation future

2. 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.

Mark Kirstner moved to recommend the MPO Self-Certification to the TAC for approval. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the MPO Self-Certification to the TAC for approval.

3. 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
- Michael Abuya noted there was a discrepancy in the amount of the local-in kind services for the PL funds between the UPWP tables and the cover memo. Meyer noted this will be corrected before staff submits the UPWP to NCDOT.

Chris Spencer moved to recommend the FY 2018-2019 Unified Planning Work Program to the TAC for approval. Mark Kirstner seconded the motion. The TCC voted unanimously to recommend the FY 2018-2019 Unified Planning Work Program to the TAC for approval.

4. 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.
- Mark Kirstner asked about the types of improvements that will be made. Meyer noted the purpose is to increase roadway capacity at the intersection, and some bicycle and pedestrian improvements will also be made. Craig McKinney added that dual left turns from Battleground Avenue to Westridge Road westbound are to be included, and Battleground Avenue north of the intersection will be set up for six

lanes in the future. There will be improvements to a connection to the A&Y Greenway near this intersection.

- Meyer noted 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.

Scott Whitaker moved to recommend the FY 2018-2027 MTIP Amendment: Battleground at Westridge Intersection (U-5306B) to the TAC for approval. Ted Kallam seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Amendment: Battleground at Westridge Intersection (U-5306B) to the TAC for approval.

5. 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.

Mark Kirstner moved to recommend the FY 2018-2027 MTIP Administrative Modification: I-40 / Elm-Eugene Interchange Safety Improvements (I-5964) to the TAC for endorsement. Chris Spencer seconded the motion. The TCC voted unanimously to recommend the FY 2018-2027 MTIP Administrative Modification: I-40 / Elm-Eugene Interchange Safety Improvements (I-5964) to the TAC for endorsement.

Business Items

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.
- 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.
- 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
- 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
 - Route 6, Summit Avenue
 - Route 10, Market Street
 - Route 11, Gate City Boulevard
 - Route 12, Elm-Eugene & Randleman – split route with bidirectional service
 - Crosstown connectors
 - New Garden Road Connector
 - Cone Connector
 - Florida Street Connector
 - Southwest Connector
 - Holden Road Connector
 - 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; try to meet business needs.
- Each hub will be unique depending on public and private partners in the areas.
- 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
 - Route 10 example – currently a circuitous route (up to GTCC on East Wendover Avenue)
 - Proposal to make it streamlined – go from 25 minutes ride to 16 minute ride; very few deviations and improves travel time (customers think it is going twice as fast)
 - Two-Way Service – start bidirectional service on several routes; commit to providing good transit mobility in both directions
 - Route 12 example – currently big one way loop
 - Proposal to extend further south and also makes it frequent, which will double service – two routes technically but they will operate going opposite directions on the same route
 - Bidirectional Sunday Network
 - This is more costly but provides a consistent and better experience for customers
 - Also easy to understand and better to use; there is a better payoff all week by doing this
- Short Term Enhancements
 - Frequency Investments – Introduce 15 minute network on Routes 6, 10, 11, and 12
 - Annual boardings could grow by 12% according to TBEST estimate
 - About 10% increase in overall cost in order to do this
- In order to build out the frequency and the crosstown connectors it will cost about 50% more than what the system currently costs. However, this could grow ridership by 80-100%.
- Tram Truong what the frequency will be of the connector routes. Chisholm said these are expected to be on 30 minute headways in the plan.
- Craig McKinney asked how soon the mobility hubs could be created. Chisholm said it may take some time for them to be developed. They will need to evolve over time as the site conditions change. McKinney noted there is a proposed site of a Publix distribution center and 1,000 employees about four miles east of the GTCC campus where one of the mobility hubs is recommended. He asked if PART could run transit from this hub to the facility. Mark Kirstner said a vanpool or other type of shared transportation may work. Chisholm noted the mobility hubs facilitate all types of travel, not just commuting, but also travel for errands, school, healthcare, and so on, with all week demand. Something like a large employer may need to be supplemented by a secondary hub to serve it properly, and requires continuing discussion of what works best, since that can be a large cost.
- Chisholm explained that it is important to start with 15 minute service, which is better for all users. Ten-minute headways are even better, as people no longer need to plan their trip as far ahead. 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.
- Fast service was second highest priority and also needs to be considered. Strategies such as transit signal priority, bus stop optimization, and bus bulbs (islands floating away from the curb) can improve travel times for bus users. Transit can also help provide a catalyst to rethink streets and optimize street designs.
- Community outreach is currently underway, including stakeholder workshops, public open houses, and drop in sessions at major stops. The website has an online interactive mapping tool that shows the existing and proposed routes. The public can comment on the online map for each route if they would like. GTA and consultant staff had a long meeting at the Depot yesterday and had a lot of good interaction with the customers and the staff of the system.
- Chisholm showed a poster with dots that was used to engage the public at the Depot. The public could indicate their priority in three scenarios: adding more frequency to the Gate City Boulevard

route, adding a crosstown connector on Florida Street, or keep the existing Route 2. He invited TCC members to add their dots to the poster at the end of the meeting to show their priorities.

- Kirstner noted one of the mobility hubs does not touch a frequent route, at Friendly Center, and asked why that is. Chisholm explained that the route is not strong enough at this time to warrant significant investment at this time. The mobility hub is in a key network location for shopping and employment, but in their analysis the bus route is less of a priority for a frequent route than the others recommended. Kirstner asked if the short term improvements to support the local network are revenue neutral. Chisholm confirmed this is correct. Kirstner asked for specific dollar amounts of the cost of the recommendations. Katie Persons said the long range plan implementation will increase the cost of the system to \$13.8 million total, up by \$4 million approximately. With more riders there will be more federal dollars available and greater operating revenue for the network.
- Lydia McIntyre asked what the estimated 80% growth in ridership consists of. Chisholm explained that it will attract new riders, existing riders will use the system more, and they will retain existing riders who would have left the system if nothing changed. Instead of using a different mode to travel because the bus system does not work when they need it to, improving the system allows them to use it for more trips.
- McKinney asked about how have riders in East Greensboro have reacted to the recommendations so far. Johnston said staff will be talking specifically to those neighborhoods in their public outreach. At the Depot the previous day, the riders they spoke to were very positive. There was a concern among people with disabilities about how the changes will affect their travel. Jeff Sovich said not that much neighborhood level activity will be missed by this plan. Chisholm confirmed this and noted only 1-2% of current riders would end up out of the catchment area from these changes. A quarter mile is considered catchment area for 80% of people for a basic bus service. With improvements like more frequent service, the walk distance can be higher. The improvements help stretch system out farther and the community develops and reinforces the value of enhanced service.
- Daniel Amstutz asked if any of the plan recommendations may increase the number of people using SCAT service if mobility-impaired users have difficulty reaching the new route alignments. Chisholm said this will need to be looked at in more detail as they come to the finalization of the plan. This will be represented in the cost analysis for the final plan. The GTA Board will need to decide whether to adjust ADA boundaries or make other determinations on how to accommodate riders that potentially have more difficulty accessing the system.
- Tyler Meyer encouraged TCC Members to go to the Mobility Greensboro 2040 website (<http://getonboard2040.org/>) to look at the draft plan and thanked TMD for their presentation.

2. Project Updates

Craig McKinney 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.

3. Strategic Reports

The following Strategic Reports were presented:

- Bike Month MPO Resolution: The TAC will asked to declare May as Bike Month in a resolution at today's meeting. 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.
- 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. NCDOT Update

Mike Mills noted the last section of Urban Loop, Lawndale Drive to US 29, has been let, and bids were opened recently. He expects it to be awarded next week. Craig McKinney asked if the plan is still to open this section in phases. Mills said he is not sure yet, as it depends on how soon the contractor can deliver it, among other factors.

2. TCC Member Updates

Bill Bruce said the Town of Oak Ridge is embarking on a streetscape vision plan for the town core area around NC 150 and NC 68. Bicycle and pedestrian and aesthetic improvements are expected to be included with their plan.

3. Wrap-Up

The next TCC meeting will take place May 9 at 10:30 am in the 3rd Floor GDOT Conference Room. The meeting was adjourned by Tyler Meyer at 11:47 am.