

**MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
MARCH 18, 2004; 4:15 P.M.
PUBLIC MEETING ROOM, CITY HALL SOUTH**

MEMBERS PRESENT:

Dan Besse, Council Member, City of Winston-Salem
Ed Brewer, Mayor, Village of Clemmons
“Doc” Davis, Mayor, Town of Walkertown
Nancy Dunn, North Carolina Board of Transportation
Mike Horn, Mayor, Town of Lewisville
Allen Joines, Mayor, City of Winston-Salem
Willa Lash, Mayor Pro Tem, Town of Bethania
Richard Linville, Commissioner, Forsyth County
Nancy Marshall, Council Member, Town of Bermuda Run
Walter Marshall, Commissioner, Forsyth County
Chris Murphy, Secretary to TAC, City-County Planning Board
Curtis Swisher, Mayor Pro Tem, Town of Kernersville
Fred Terry, Council Member, City of Winston-Salem
Larry Williams, Mayor, Town of Rural Hall

STAFF PRESENT:

Lakesha Dunbar, Winston-Salem Department of Transportation (WSDOT)
Greg Errett, Winston-Salem Department of Transportation (WSDOT)
Pat Ivey, North Carolina Department of Transportation (NCDOT)
Brent McKinney, Piedmont Authority for Regional Transportation (PART)
Wendy Miller, Winston-Salem Department of Transportation (WSDOT)
Paul Norby, City-County Planning Board (CCPB)
Stan Polanis, Winston-Salem Department of Transportation (WSDOT)
Pat Reagan, Forsyth County Environmental Affairs Department (FCEAD)
Van Sullivan, Forsyth County Environmental Affairs Department (FCEAD)
Greg Turner, Assistant City Manager, City of Winston-Salem
James Upchurch, Transportation Planning Branch, North Carolina Department of Transportation (NCDOT)
Greg Venable, Winston-Salem Department of Transportation (WSDOT)

OTHERS PRESENT:

Robin Dean
George Manuel (Village of Tobaccoville)
Larry Sowers (Town of Lewisville)

PRESIDING: Larry Williams, Chairman

RECORDING SECRETARY: Shelly Stewart, City-County Planning Board (CCPB)

ACTION ITEMS

1. Certificates of Appreciation for Former TAC Members
 - Chairman Larry Williams presented certificates of appreciation to former TAC Members Tom Southern & Bob Stebbins. Mayor Tom Southern served as a representative of the Town of Walkertown and Mayor Bob Stebbins served on behalf on the Town of Lewisville. The TAC expressed it's appreciation to both Mayor Southern and Mayor Stebbins.

2. Consideration of Minutes from the February 19, 2004 Meeting

MOTION: Allen Joines moved approval of the minutes.

SECOND: Dan Besse

VOTE:

FOR: Unanimous

AGAINST: None

3. Consideration of the 2004-2005 Unified Planning Work Program (UPWP)

Presented by Greg Errett.

- Greg Errett indicated which items had changes from the Draft 2004-2005 Unified Planning Work Program and explained what those changes were.
- NCDOT Public Transportation Division has looked at this and had no specific comments.
- The TCC reviewed the UPWP this afternoon and gave their blessing.
- Dan Besse: I would like to thank staff for the addition of the Urban Street Car Planning and Engineering Study. It is a good opportunity to have that information.

MOTION: Dan Besse moved approval of the resolution and transmittal letter.

SECOND: Fred Terry

VOTE:

FOR: Unanimous

AGAINST: None

4. Consideration of a Resolution Certifying the Winston-Salem Urban Area Transportation Planning Process

Presented by Greg Errett

- This item is normally brought to the TAC at the same time as the adoption of the work program.
- It is a self-certification of our planning process.
- There is a checklist which the NCDOT provides for us to review. We believe we have met all the basic criteria that they have identified in that checklist and that we meet all the Federal laws related to transportation planning.
- We have heard of no complaints and believe we are in compliance with all Federal laws.
- In July the Federal government, the NCDOT, the Federal Highway Administration, etc. will be doing a triennial review. They'll spend two-three days with us going over all our documents and processes in great detail. As they verify that we adhere to the letter of the law, the Federal government will comment on our process. Until that time, we do this self-certification.

MOTION: Nancy Dunn moved approval of the resolution.

SECOND: Allen Joines

VOTE:

FOR: Unanimous

AGAINST: None

5. Consideration of the Memorandum of Understanding (MOU) with PART for the Provision of Regional Transportation Planning Services

Presented by Brent McKinney.

- Approval of this MOU formalizes what we are already doing and have been doing for some time.
- Srinivas Varanasi is a new PART employee who has just graduated from LSU. He will be operating our travel demand model for PART and the four MPOs in the Piedmont Triad Region.

- In response to questions from Dan Besse, Brent McKinney described the development of a regional air quality strategy. He also noted that six counties are members of PART at this time and there may be a seventh in the near future.
- Dan Besse stated that he is interested in seeing the planning work from the early part of the Early Action Compact process continue.
- Fred Terry: The Rural Planning Organization (RPO) is working closely with the MPO because all the counties in our COG have not chosen to join this MPO or PART. However, they are part of the RPO.
- In response to a question from Larry Williams, Brent McKinney indicated that air quality should be coordinated on a regional basis since territorial boundaries have nothing to do with the air currents and where our air problems occur. PART is the custodian of the Regional Travel Demand Model which includes all four MPOs and does the traffic projections and public ridership projections. Those projections form the basis from which Pat Reagan and others who run the air quality monitoring program get their results.
- Dan Besse: Staff did some good work in the EAC process and would like to see the COGs encouraged to stay involved.
- In response to a question from Larry Williams, Brent McKinney informed the TAC that beginning April 26th, transportation will be provided from the Winston-Salem transit station to the Amtrak Depot in High Point at times which coordinate with the arrival/departure of the Carolinian and Piedmont trains.

MOTION: Fred Terry moved approval of the Memorandum of Understanding.

SECOND: Willa Lash

VOTE:

FOR: Unanimous

AGAINST: None

INFORMATION ITEMS

6. Consideration of a Resolution in Support of Expediting Construction of the Interstate 74 Highway Corridor Throughout the Piedmont Triad

Presented by Stan Polanis

- We are not actually asking you to consider a resolution at this time. We are simply making you aware of a request from Surry County for the TAC to consider a resolution.
- An I-73/74 Corridor meeting will be held here next week and we will look at how we can offer the support which Surry County is asking for. We plan to bring that back to you at your May meeting.
- They are asking support and expedition of construction for I-74 from the Surry County line down through Forsyth County on existing US 52 around the eastern leg of the northern beltway and also a small piece that ties to US 220 down in Asheboro.

7. Discussion of MPO Handbooks with Transportation Planning Information for TCC and TAC Members

Presented by Chris Murphy

- Within past year we've expanded the boundaries of the MPO. Also, as a result of recent elections, there have been many changes in alternates and voting members to the TAC.
- For those reasons, we are considering developing an MPO handbook with information of importance to TCC and TAC members such as policies and procedures, membership rosters, definitions & descriptions of programs and documents, etc.
- The document will be presented to the TCC/TAC in either May or July.

8. Review of Proposed Revisions to Public Street Standards

Presented by Paul Norby, CCPB

- At your last meeting you had a presentation on pedestrian safety and I understand that Mr. Marshall had some concerns that Planning staff wasn't being sensitive to the need for pedestrian safety. I realized I had

not done a good job of communicating what we are working on, so this is an opportunity to catch you up to date.

- This very important initiative comes directly from *Legacy*, our comprehensive plan.
- We are revisiting our street standards because *Legacy* recommended specifically that we develop forms of alternative transportation including accommodations for bikes and sidewalks. It also recommended that we develop revised street standards for subdivisions to make neighborhoods more pedestrian friendly and it recommended that we implement a county-wide pedestrian plan.
- Last summer we established an interdepartmental staff team involving folks from many areas of expertise such as transportation, streets, sanitation, fire, engineering, planning, and NCDOT.
- The stakeholders' group has just been convened within the past six weeks. It consists of representatives of various communities such as development, health, neighborhoods, and other aspects of the public sector.
- This group is reviewing the draft and fine-tuning it.
- Staff will take all the input, and make a final recommendation as to what it feels the street standards should be that will implement the *Legacy* principals. That will then be presented to the City-County Planning Board and ultimately, as an amendment to our development ordinance, to the elected bodies for adoption.
- The scope will cover subdivision streets as well as streets outside subdivisions; public and private streets; new streets and retrofits.
- It allows streets to be tailored into the landscape and it helps with traffic flow, either allowing faster traffic or slowing traffic down as appropriate.
- The addition of street trees helps slow people down.
- The benefits of revised standards include adding public alleyways which allow rear loaded garages which in turn allow more pedestrian oriented features in front of the houses.
- The revised standards will reduce reliance on cul-de-sacs and encourage more street interconnectivity which has large service delivery and public safety benefits. A recent example of public safety benefits comes from the ice storm a little over a year ago. Many people who had only one access to their neighborhoods were trapped by fallen trees and power lines. Interconnections also help keep our costs and tax rates down.
- The addition of sidewalks will encourage walking and in turn enhance use of the transit system.
- Some of the challenges include:
 - The development community will be concerned about the additional cost of the policy. Certainly there will be some savings to folks who are doing development by the fact that streets will be getting narrower and not as much money will be required for grading and paving. At the same time, the addition of sidewalks will be a cost factor and in some cases it may appear to be greater cost factor than the savings that come from narrower streets.
 - At some point the public sector has to decide what is necessary to create a livable environment. If sidewalks are necessary to create more livability, is that a basic cost of doing business?
 - These are standards for public and private sector and both will have responsibilities.
 - State transportation policy prohibits maintenance of sidewalks by counties and does not currently allow NCDOT to maintain them.
- Walter Marshall: Will these standards be something that the Planning Board will have to abide by? Because usually the Planning Board considers the pockets of the developer far more than they do community standards. Will this be something that has some backbone in it or some teeth they have to look at and include in the plan or is this something they can vote up or down?
- Paul Norby: Commissioner Marshall, this is a proposed ordinance that your Board would adopt. So if your Board adopts these standards, those would be required of all development. So, ultimately the decision is going to be yours and your colleagues on the Forsyth County Board of Commissioners as to whether you want to adopt these proposed standards.
- Walter Marshall: But it wouldn't be something like *Legacy* or something they could look at and overlook if they want to?
- Paul Norby: This is a proposed change to the UDO which would be requirements for all developments whether they're going through rezoning or just subdivision. Ultimately it's going to be in the hands of you all as elected officials to decide whether you're going to incorporate that into the UDO.
- Willa Lash: When did they change the sidewalks? When I was growing up, we walked all the time and had sidewalks everywhere. Why did they change it in the beginning?

- Paul Norby: I'm not sure if it was ever a requirement. I think it was just how things were done because we were a lot more pedestrian oriented then.
- Fred Terry: At one point in time, families, communities, etc. could finance sidewalks over 5-7 years on their tax assessment. That made it easy to install sidewalks where needed. That option has since gone away.

9. Review of the Proposed Schedule for the 2030 Multi-Modal Long Range Transportation Plan and Air Quality Conformity Determination for the Winston-Salem Urban Area (NOTE: This item was incorrectly identified on the agenda as being for the year 2035.)

Presented by Wendy Miller.

- This is actually for our 2030 Multi-Modal Long Range Transportation Plan and Air Quality Conformity Determination for the Winston-Salem Urban Area.
- We will be updating our Thoroughfare Plan.
- Ms. Miller informed the Committee of the schedule for the plan and detailed which items will be presented to the TAC at each meeting.

10. Bicycle and Greenway Planning Report

Presented by Lakesha Dunbar.

Allen Joines left the meeting.

- We have a Bicycle Advisory Committee which meets monthly and does things such as assisting with prioritizing the bicycle projects for the needs report.
- The Greenway Administration Committee meets monthly to discuss funding, planning, and construction issues with greenways as they are being developed.
- Ms. Dunbar updated the committee on the status of greenways under development.
- For the Brushy Fork Greenway, the committee continues to consider options for northern portion which was proposed to extend from Lansing Drive down to Waterworks Road.
- The Piedmont Regional Greenway Committee is a group established by the Piedmont Land Conservancy to focus on a trail which will extend from Salem Lake to Triad Park in Kernersville and culminate in Greensboro. They are planning a presentation to interest groups and are interested in bringing that presentation to the TAC at some point in the near future.
- We encourage each municipality to apply for the grant and work with us so the overall plan will coordinate with the individual plans.
- Parks and Recreation has applied for a trust fund grant which would be used to construct a Waughtown connector, the extension of the Strollway, and the Salem Creek Greenway realignment.
- We are about to begin development of a comprehensive Bicycle Plan. Invitations to be on the steering committee have been extended to each municipality through TCC members. At this point, four have joined the steering committee. We have \$100,000 available to develop this plan.
- We are applying to be designated as a Bicycle Friendly Community. The League of American Cyclists is the group that recognizes municipalities that actively support bicycling through the Bicycle Friendly Community program.
- The City-County Planning Board has submitted a CIP request for \$468,000 which would be \$156,000 each year from 2006 to 2009 to serve as a match for the \$400,000 greenway portion of the STP-DA funds you approved by resolution at your February 2004 meeting. The projects that were chosen were the three priority greenway projects from the Needs Report which are Phase One of the Piedmont Regional Greenway, Phase One of the Little Creek Greenway and the western extension of the Salem Creek Greenway from the Marketplace area to Forsyth Tech.
- NCDOT has also sent out a grant initiative which we've distributed through TCC members. Individual municipalities can apply for this grant to develop a bicycle plan for their own municipality. Because we are doing the bicycle plan for the urban area, we were unable to apply for the grant. However, we encourage each municipality to go ahead and apply for the grant and work with us so the overall bicycle plan can work with the individual plans.

- In response to a question by Walter Marshall, Ms. Dunbar noted that the application for a Bicycle Friendly Community considers on-road facilities (bicycles as transportation) and bicycles as recreation. It asks very detailed questions regarding the amount of on-road facilities in the community. Obviously we have none of those although we have a greenway plan and recreational facilities.
- In response to a question by Nancy Marshall about where more information can be obtained, preferably on the web, staff noted that the Greenway Plan is on the City-County Planning Board's website. That address is www.cityofws.org/planweb.

11. Sidewalk and Pedestrian Facilities Planning Report

Presented by Greg Venable.

- There will be two training opportunities on the Pedestrian Road Show. The first is March 24th in the Training Room in the Basement of City Hall South. The second will be March 30th at the Mazie Woodruff Community Center.
- Please let Greg Venable know if you are interested in attending either of these sessions.
- A pedestrian plan is being developed for the MPO. A steering committee will be formed once a GIS Inventory is obtained for the sidewalks.

12. NCDOT Division 9 Report

Presented by Pat Ivey.

- a. Update on the Northern Beltway
 - b. Project Construction Updates
- Mr. Ivey distributed information to update the Committee on NCDOT projects.
 - Workshops on the Beltway are actually scheduled for July 19th/20th and 26th/27th
 - Formal hearings for the beltway are scheduled for August 10th and 12th.
 - TIP Amendment Application - Last year the TAC approved a resolution requested by Davidson County on upgrading or reclassifying US 52 from I-40 to I-85 in Davidson County as I-185. We've been working with the Federal government to do that. The Federal Highway Administration (FHWA) indicated there are certain improvements that need to be made to certain sections of US 52, mainly in Davidson County, to meet the minimum interstate standards. We are requesting a TIP amendment in the 2004-2010 TIP for \$2 million to provide those upgrades. Essentially they are the relocation of the surface road at an interchange and upgrading the existing two foot paved shoulders to the minimal four-foot shoulders that are required. There will also be some significant signage changes that need to be done. It is believed and understood that this TIP amendment would not impact any existing projects. We feel we can fund this project because of some slippage on existing DOT projects. This will come back in May for concurrence, at which time we can proceed with the Federal government to get authorization to make this change.
 - The Federal government has suggested that the designation be I-285 because it does form a loop rather than a spur.

13. NCDOT Transportation Planning Branch Report

Presented by James Upchurch.

- Mr. Upchurch briefed the Committee on the activities which NCDOT Transportation Planning is responsible for and how the group works closely with the MPO.
- Mayor Williams: Thank you for the good working relationship you have with our staff and division office; it's important work and we appreciate it.

14. Piedmont Authority for Regional Transportation (PART) Report

Presented by Brent McKinney.

- PART is working on another Memorandum of Understanding (MOU) which will be with Norfolk Southern and NCDOT. It will coordinate efforts between owners of the tracts and owners of the right-of-way as we pursue mass transit.
- On April 5, PART will start a paratransit service from the Triad area to Durham, Duke, the Veteran's Hospital, and Chapel Hill. There will be two round trips per day.
- Recently you approved a resolution of support for western passenger rail service to Asheville. I recently met with that group. There is strong interest with a lot of momentum and they expressed their appreciation for your support.

15. Forsyth County Environmental Affairs Department Air Quality Report

Presented by Pat Reagan.

a. Update on Early Action Compact for Ozone Reduction

- State Division of Air Quality is running a photochemical model for the EAC as well as the economic growth factors. We haven't heard about the status yet for determining compliance for eight-hour ozone standard in 2007 or 2012, but we do anticipate compliance.
- There is another stakeholders meeting on April 6 and we should know more at that point.

b. Particle Pollution (PM 2.5) Designations

- There is nothing new regarding Particle Pollution Designations.

c. Air Quality Report

- The official ozone season starts on May 1st. That's typically when we start seeing higher ozone numbers.
- Contrary to what Mr. Norby said earlier, one of the control strategies was not to cover the Piedmont in clouds so we could lower our air quality numbers, but hopefully if things stay on the same trend as last year we will see similar numbers in the lower categories and less of the ozone action days which is obviously what the intent of our program is.
- There will be two ozone awareness kickoffs - one in Winston-Salem and one in Greensboro. Both will be in mid-April.
- Although the official ozone season starts in May, we continue to forecast year-round for particle pollution in the winter and ozone in the summer, so the May 1st date is merely a day that everyone else catches up to us on the forecasting side and it doesn't change anything we are doing. We currently run about 80% accuracy as far as forecasting goes, which is simply a target for many other agencies.
- Fred Terry: How are we coming along with the surrounding counties with their auto emission testing and controls? Do we still have some counties not participating? Pat Reagan responded that the phase-in of all 48 counties which will come into the program goes through 2006. Currently I think the only counties in the area that are in the enhanced I and M (Inspections and Maintenance) or OBD (On Board Diagnostic Program) are Forsyth, Guilford, and Davidson Counties. Most of the other counties in the immediate area will enter the program either July 1, 2004 or January 1, 2005. Davie County is the only one in the area that is not one of the 48.

16. Review of Calendar of Activities

Presented by Greg Errett.

- The NCDOT office dedication ceremony is April 22, 2004 at 10:00 AM.
- At your places should be a newsletter saying "NC109 Improvements". A couple of meetings are coming up on those improvements.

MOTION: Doc Davis moved to adjourn.

SECOND: Dan Besse

VOTE:

FOR: Unanimous

AGAINST: None