

**MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
NOVEMBER 30, 2005**

4:15 P.M.

FIFTH FLOOR, PUBLIC MEETING ROOM, CITY HALL SOUTH

MEMBERS PRESENT:

Dan Besse, Council Member, City of Winston-Salem
Fred Terry, Council Member, City of Winston-Salem
Ed Brewer, Mayor, Village of Clemmons
Larry Williams, Mayor, Town of Rural Hall
Richard Linville, Commissioner, Forsyth County
Margaret Bessette, City-County Planning Board, TAC Secretary
Keith Snow, Mayor, Village of Tobaccoville
Walter Marshall, Commissioner, Forsyth County
Mike Horn, Mayor, Town of Lewisville
Fred Sink, Commissioner, Davidson County
Dawn Morgan, Council Member (Alternate), Town of Kernersville

PRESIDING: Larry Williams, Chairman

STAFF PRESENT:

Stan Polanis, WSDOT
James Upchurch, NCDOT Transportation Planning Branch
Cary Gentry, FCEAD
Greg Errett, WSDOT
Greg Venable, WSDOT
Lakesha Dunbar, WSDOT
Wendy Miller, WSDOT
Bob Greback, Town of Lewisville
John Button, NCDOT
Mike Penney, NCDOT

RECORDING SECRETARY: Laura Whitaker, WSDOT

OTHERS:

Debbie Porter, RS&H
Mike Rutkowski, Kimley-Horn

Action Items

1. Consideration of the September 15, 2005 Meeting Minutes.

MOTION: Dan Besse moved approval of the minutes.

SECOND: Fred Terry

VOTE:

FOR: Unanimous

AGAINST: None

2. Consideration to Add the Town of Wallburg to the MPO

Presented by Margaret Bessette.

- A portion of the newly incorporated Town of Wallburg is within the planning area boundaries of the Winston-Salem Urban MPO.
- Wallburg has expressed interested in becoming a member of the Winston-Salem Urban Area MPO.
- The TAC by-laws allow the TAC to add members by majority vote of the TAC membership and to grant full voting, partial voting or non-voting status to new members, provided the Memorandum of Understanding (MOU) is revised to reflect the additional membership.
- To revise the MOU, each of the member governments, currently 15, must approve a resolution authorizing execution of a revised MOU.
- The TAC must first decide whether to invite the Town of Wallburg to join the MPO and if so, at what voting status.
- The next step towards Wallburg's MPO membership is revision of the MOU.
- To avoid having to go through the cumbersome process of getting resolutions from member governments to add the Town of Wallburg now and then potentially go through the process again in a year to add the Town of Midway, staff is proposing other revisions to the MOU and the TAC/TCC by-laws.
- The revisions would 1) add Wallburg to the MPO; and 2) allow other municipalities to be added to the MPO by a majority vote of the TAC and execution of an Addendum to the MOU by the municipality, rather than re-execution of the MOU by all member governments.

- a. Approve invitation to the Town of Wallburg to join the MPO

MOTION: Fred Sink moved approval.

SECOND: Fred Terry

VOTE:

FOR: Unanimous

AGAINST: None

- b. Amend the Memorandum of Understanding (MOU)

MOTION: Ed Brewer moved approval.

SECOND: Dawn Morgan

VOTE:

FOR: Unanimous

AGAINST: None

c. Amend the TAC By-laws

MOTION: Ed Brewer moved approval.

SECOND: Dawn Morgan

VOTE:

FOR: Unanimous

AGAINST: None

Chair Williams requested that staff review the voting structure to consider whether changes are appropriate if additional municipalities are added to the MPO. Margaret Besette said staff would do so and may request that the TAC reconvene the voting structure task force.

3. Consideration to Amend the 2006-2012 Metropolitan Transportation Improvement Program

Presented by Wendy Miller.

- In July 2005, NCDOT adopted the 2006-2012 STIP.
- The STIP is a comprehensive listing of all transportation projects in North Carolina that are proposed for study or programmed for funding with State or Federal funds during Fiscal Years 2006-2012.
- The 2006-2012 MTIP is a comprehensive listing of all transportation projects programmed for the Winston-Salem Urban Area.
- After consultation and agreement with the Town of Kernersville, NCDOT Rail Division and other stakeholders, the PART is requesting amendment to the STIP and MTIP to conduct a feasibility study for the Kernersville Train Depot rehabilitation.
- The feasibility study will include programming, field measurements and existing condition drawings, existing condition assessment, concept plan and cost estimate for rehabilitation.
- The feasibility study will be listed in the Public Rail section of the STIP and MTIP and will be conducted under contract with PART. The cost of the feasibility study is \$35,000 with 80% covered by the State and 20% covered by local funds.
- On January 20, 2005, the Winston-Salem Urban Area MPO approved a list of CMAQ projects to be submitted for review and approval by the NCBOT.
- The projects included funding for the Regional Air Awareness program, Regional Transit Service to new industrial parks in Forsyth County, six sidewalk projects in four municipalities and four ITS projects that will install devices that include detection video loops and signal system improvements at various intersections.
- All the Winston-Salem Urban Area MPO projects were approved for funding in the 2006-2012 STIP at the October 2005, NCBOT meeting.
- When the Winston-Salem Urban Area MPO was redesignated as a TMA by virtue of 200,000 population within the urbanized area, the MPO was given authorization to program STP-DA funds.
- In the 2006-2012 MTIP, Project U-4741, "Greenway and sidewalk projects" was included, however, inadvertently the bicycle and other pedestrian facilities language was left out of the STIP. The amendment will include these project types as eligible for funding under this STIP project.

a. Add a Feasibility Study for the Rehabilitation of the Kernersville Train Depot

MOTION: Dawn Morgan moved approval.

SECOND: Dan Besse

VOTE:

FOR: Unanimous

AGAINST: None

b. Add the List of Congestion Mitigation and Air Quality (CMAQ) Projects

MOTION: Dan Besse moved approval.

SECOND: Fred Terry

VOTE:

FOR: Unanimous

AGAINST: None

c. Change Project Description of U-4741 (Greenway and Sidewalk Projects in the MPO)

MOTION: Ed Brewer moved approval.

SECOND: Walter Marshall

VOTE:

FOR: Unanimous

AGAINST: None

4. Consideration of Amendments to the Fiscal Year 2005-2006 Unified Planning Work Program (UPWP)

Presented by Greg Errett.

- On September 21, 2005, The NCDOT informed the MPO additional transportation planning funds are now available for use as a result of the recent passage of the new federal transportation bill – the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). According to NCDOT, there is now \$256,880 of additional federal funds for transportation planning.
- With a local match of \$64,200, the MPO has a total of \$321,100 of additional transportation planning funds that are available to use.
- For the remainder of FY 2005-2006, it is recommend that the 2005 – 2006 UPWP be amended by adding \$141,000 to be used in the following ways:
 1. Add a Civil Engineer to the City of Winston-Salem DOT staff to complete several important projects.
 2. Purchase additional computer and Smart Board equipment for WSDOT (\$10,500)
 3. Conduct the Forum Parkway Extension feasibility study (\$51,000)
 4. Additional funds for the Piedmont Parkway Extension study (\$7,500)
 5. Additional funds for the Peace Haven/Styers Ferry Road Connector Study (\$20,000)
 6. Bicycle Lane Pavement Markings Plans, up to 4 miles (\$20,000)
- The remaining \$180,100 of additional transportation planning funds will be included in future work programs for the MPO as needed.
 - a. Preparation of the Fiscal Year 2006-2007 UPWP
- Advised the Committee to be thinking about possible projects or studies to be included in next year's UPWP.

MOTION: Dan Besse moved approval.

SECOND: Fred Terry

VOTE:

FOR: Unanimous
AGAINST: None

Information Items

5. Presentations on Short-Range and Long-Range Improvements to US 52
 - a. US 52 Corridor Study (Kimley-Horn Associates staff)
 - b. US 52 Corridor Land Use and Transportation Plan – Phase II (RS&H staff)

Presented by Greg Errett.

- US 52 has been under study for a few years now. There are a couple of studies underway, a long-range study that was incorporated with the corridor plan and a short-range study that is an interim improvement study that is currently underway.
- Greg introduced Mike Penney with NCDOT, Mike Rutkowski with Kimley-Horn and Debbie Porter with RS&H.

Presented by Mike Penney.

- US 52 was designed in the 1950's and built in the 1960's.
- The spacing of interchanges is extremely tight and do not meet today's safety standards.
- The corridor area runs from I-40 and runs north to where the Northern Beltway will cross US 52.
- With public participation and staff review, there are currently 3 projects that address the safety issues on US 52.
- One proposal is to remove the Stadium Drive interchange. The bridge would remain but the exit ramps would be removed.
- Another proposal is to close the exits at 3rd and 5th Streets and use the shoulder area on US 52. This proposal also includes improvements to Martin Luther King, Jr. Drive.
- The next proposal is for improvements on Akron Drive and reworking the southbound exit ramp.
- There will be cameras added throughout the corridor area.
- The South Liberty interchange closure has been removed from all alternatives.
- There is \$15 million available in federal funds.
- Hope to come back with a preferred alternative this summer.

Presented by Debbie Porter.

- The long range plan is 2 mile corridor versus the short range plan which is an 11 mile corridor.
- The corridor runs from Stadium Drive to Martin Luther King, Jr. Drive and incorporates downtown Winston-Salem.
- Major land use development is being incorporated in the plan.
- Incorporated future traffic volumes in the plan and used an urban design concept for the corridor.
- Areas where ramps are closed can be renovated to public park areas. All bridges will remain open.
- The various proposals have been well received.

6. Review of the Draft PM 2.5 Air Quality Conformity Determination Analysis Report and Planning Process

Presented by James Upchurch.

- Transportation conformity ensures that federal funding and approval is distributed to those transportation activities that are consistent with air quality goals.
- Conformity applies to LRTP's, TIP's, and projects funded or approved by the FHWA or the FTA in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter or nitrogen dioxide.
- These areas are known as "non-attainment areas" or "maintenance areas", respectively. A conformity determination demonstrates that the total emissions projected for a plan or program are within the emissions limits established by the air quality plan or SIP for air quality, and that TCM's – specific projects or programs enumerated in the SIP that are designed to improve air quality – are implemented in a timely fashion.
- Davidson and Guilford counties were designated non-attainment for the PM 2.5 standard and the effective date of the designation was 4/5/05. The conformity rule requires that conformity determination must be made by 4/5/06.
- Regional emissions are estimated based on highway and transit usage according to LRTP's and TIP's. The projected emissions for the LRTP's and the TIP's must not exceed the emissions limits established by the SIP.
- A formal interagency consultation process involving the EPA, FHWA, FTA and State and Local transportation and air quality agencies is required in developing SIP's, TIP's, LRTP's and in making conformity determinations.
- Areas can include TCM's in their SIP's. TCM's are specific programs designed to reduce emissions from transportation sources by reducing use or changing traffic flow or congestion conditions.
- The conformity determination is based on a regional emissions analysis that uses the transportation network approved by the MPO for the 2030 LRTP's VMT and speed input data developed by NCDOT and emissions factors developed by the FCEAD in cooperation with the NCDENR.
- Based on the analysis, the 2030 LRTP's for the Piedmont Triad Region and their respective TIP's are consistent with the intent of Conformity requirement.

Dan Besse requested additional information on the assumptions that are used to compile the data for the analysis report.

7. Review of the Draft Amendments to the Thoroughfare Plan Map and Technical Report

Presented by Greg Venable.

- Possible road additions – Piedmont Parkway Extension which will go from Union Cross Road to the east across the county line and will tie with Piedmont Parkway in High Point. That would connect the Dell facility, in the southeastern part of Forsyth County, eventually over to Wendover Avenue and into Greensboro to connect with I-85.
- The North-South Extension extends from High Point's Westside Thoroughfare, travels along the county line, and connects with I-40 and will include five interchange additions.
- There will be another interchange addition at Teague Lane and Old Salem Road at I-40.

- Reviewing Temple School Road and Macy Grove Road for possible improvements.
- Will continue to work towards having information ready for public review in January and come back to committee in March for approval.

Dan Besse requested additional information on the High Point North-South Extension road.

8. Sidewalk and Pedestrian Facilities Planning Report

Presented by Greg Venable.

- Reviewing all of the data collected and identifying all the gaps in sidewalk construction.
- Reviewing sidewalk needs and conditions.
- Identifying sidewalk criteria for funding.
- Winston-Salem currently has 6 sidewalk projects waiting to begin construction.

Dan Besse requested dates that construction would begin for the 6 sidewalk projects.

9. Bicycle and Greenway Planning Report

Presented by Lakesha Dunbar.

- In October, 2005, there was a ground breaking for the Muddy Creek Greenway – the Country Club Road to Meadowlark Schools section should be completed in Spring of 2006 and easement acquisitions are beginning on the Meadowlark Schools to Robinhood Road section.
- The Waughtown Connector construction from Peachtree Street to the quarry is scheduled to begin in the Spring of 2006.
- The feasibility study and negotiations with the railroad are still underway for the Brushy Fork Creek Greenway.
- The feasibility study is underway for the Little Creek Greenway
- There have been no changes in the Strollway Extension at the Southeast Gateway or the Piedmont Greenway Phase I projects.

10. Review of the Town of Lewisville Letter Regarding the Phasing of Construction for the Northern Beltway

Presented by Bob Greback.

- The Winston-Salem Northern Beltway project is of major importance to Forsyth County.
- The Western Section of the Beltway will impact the community in profound ways.
- One of the most important aspects of this impact will be to reduce congestion and improve safety on Lewisville-Clemmons Road.
- In order for this impact to produce the greatest possible effect, the construction of the I-40/US 421 segment must be the first one constructed.
- Regardless of the status of the other sections of the Western Section, constructing this segment first will greatly reduce the traffic on Lewisville-Clemmons Road creating a safer, less congested arterial road for residents of Clemmons, Lewisville and West Forsyth High School.
- Another major advantage of constructing the I-40/US 421 segment would be its use as an alternative route between these highways for traffic moving to Winston-Salem when congestion is encountered on US 421S or I-40E.
- The Town of Lewisville is requesting that the I-40/US 421 segment of the Northern Beltway be the first segment constructed. This segment will have a greater impact than any other segment, creating safer and less congested traffic patterns for motorists

within all of western Forsyth County traveling to Winston-Salem and eastern Forsyth County; between I-40 and US 421; as well as to western parts of the state on US 421N and I-40W.

11. NCDOT Division 9 Report

Presented by Mike Patton.

- US 421/Business 40 from US 158 to Linville Road – the contractor is wrapping up Phase IV of this project and will be moving in Phase V, the final phase, after the Thanksgiving holiday. Estimated completion date for this project is June of 2006.
- US 421/Business 40 from MLK to US 158 – project was completed on August 26, 2005.
- Old Salem Roundabout on Main Street – the project was completed on July 8, 2005.
- Cole Road Bridge Replacement – the project was completed on August 30, 2005.
- Old Yadkinville Road Bridge Replacement – traffic was detoured to the onsite detour Thursday, November 17. Demotion of the existing bridge began on Friday, November 18. The completion date is 495 days from the start of construction which makes the completion date September 22, 2006.
- Hanes Mall Road Bridge Construction and Roadway Widening – construction started on this project November 2, 2005. All work is based on weather conditions.

12. Forsyth County Environmental Affairs Department Air Quality Report

Presented by Cary Gentry.

- Conformity Report due April 5, 2006.
- Nine Alert days during summer season (April – October)
- Four Ozone days and five PM days; no double days.
- Average Ozone levels are good and average PM levels are moderate.
- Forecasting Accuracy has been 73% through November 27.
- Website available to review reports at:
<http://www.co.forsyth.nc.us/EnvAffairs/MSB/transportation/2005%20Conformity.htm>

13. Piedmont Authority for Regional Transportation (PART) Report

No report presented.

14. Review of Calendar of Activities

Presented by Greg Errett.

- a. Proposed 2006 TCC/TAC Meeting Dates

15. Other Business/Next Meeting

ADJOURNMENT 6:25 p.m.