

**MINUTES  
TRANSPORTATION ADVISORY COMMITTEE  
MARCH 20, 2003  
4:15 PM  
COUNCIL CHAMBER  
FIFTH FLOOR, CITY HALL SOUTH**

**MEMBERS PRESENT:**

Council Member Dan Besse, City of Winston-Salem  
Mayor Ed Brewer, Village of Clemmons  
Nancy Dunn, NC Board of Transportation  
Mayor Allen Joines, City of Winston-Salem  
Commissioner Richard Linville, Forsyth County  
Commissioner Walter Marshall, Forsyth County  
Chris Murphy, CCPB, TAC Secretary  
Mayor Tom Southern, Town of Walkertown  
Mayor Bob Stebbins, Town of Lewisville  
Alderman Curtis Swisher, Town of Kernersville  
Mayor Larry Williams, Town of Rural Hall  
Commissioner Charlie Wolff, Town of Bethania

**STAFF PRESENT:** Lakesha Dunbar; Greg Errett; Wendy Miller; Pat Reagan; David Spainhour; Suzanne Tellechea; James Upchurch; Greg Venable

**OTHERS PRESENT:** Jan Anderson, RS&H Engineers; James Williams, HDR Consultants

**RECORDING SECRETARY:** Shelly Stewart

**ACTION ITEMS**

1. **Consideration of Minutes from the February 20, 2003 Meeting**

MOTION: Bob Stebbins moved approval of the minutes as written.

SECOND: Walter Marshall

VOTE:

FOR: Unanimous

AGAINST: None

**INFORMATION ITEMS**

2. **Discussion of the Draft Fiscal Year 2004-2010 Metropolitan Transportation Improvement Program (MTIP)**

Presented by Wendy Miller.

- The MTIP was scheduled for adoption today. However, since the MPO negotiation meeting we discovered that Statewide Planning, with the Federal Highway Administration, has developed an air quality determination process which is actually under way now. The purpose of the process is to make sure that

we are still conforming and verify that our MTIP is a subset of the LRTP document that was found conforming last May.

- To enable the public transportation section of NCDOT to move ahead, we are asking you to sign a letter which acknowledges that you reviewed the public transportation section of the plan. We don't anticipate significant changes to the document.
- It appears that we have agreement on both enhancement projects [E-4010 (Muddy Creek Greenway) and E-4020 (Brushy Fork Greenway)]
- At the May meeting, the four approved projects which were part of the call for enhancements will be presented with a request to amend the 2002-2008 MTIP so those projects can move ahead before October.

3. **Development of the Air Quality Conformity Analysis for the Fiscal Year 2004-2010 MTIP**

Presented by Wendy Miller.

- The Air Quality Determination report will go out for public review on April 4<sup>th</sup> after the interagency consultation meeting. Comments from that public review should be incorporated prior to the TAC's May 2003 meeting which would enable us to meet our deadlines.

4. **NCDOT Division 9 Report**

Presented by David Spainhour, Operations Engineer with NCDOT.

- Some interstate maintenance money from the TIP has been granted for major maintenance repairs to I-40 from Harper Road over into Davie County. Other than that, not a lot exciting is going on.

Nancy Dunn: "There's not anything exciting going on" means there is no major slippage in our projects at this point and time. The damage is not nearly as bad as it might have been given the budget constraints. We're pretty happy about that.

5. **Piedmont Authority for Regional Transportation (PART) Report**

Presented by Scott Rhine.

- a. Consideration of a Memorandum of Agreement (MOA) Governing Travel Demand Modeling Services for the Burlington-Graham, Greensboro, High Point and Winston-Salem Urban Area MPO's
- NCDOT Statewide Planning had some minor changes to the original MOA that were actually included after signatories were given by the local MPOs. Those changes are:
    - Section 5 under the official model. There was an addition that actually designated the model custodian to be of a local agency, i.e. PART, which

- is to serve as a designated model custodian.
    - Section 6 items 1, 2, and 3 following the third paragraph. There were additions to this full MOA that dealt specifically with modification of the model and modifying the model structure. Those three items were included from the previously approved full document.
    - On the signatory page, the signatory was changed from the Chief Environmental Officer of the NCDOT to the Manager of Statewide Planning.
  - The MOA has already been signed by NCDOT, the Burlington Graham MPO and the Greensboro MPO, and has been reviewed by the PART Board Trustees. It's scheduled for the High Point MPO on March 25<sup>th</sup>.
- b. Consideration of a Memorandum of Agreement (MOA) for Maintenance of the Regional Travel Demand Model for the Burlington-Graham, Greensboro, High Point and Winston-Salem Urban Area MPO's as Provided by the Piedmont Authority for Regional Transportation (PART)
- PART will be responsible for annual maintenance of the regional model.
  - The model that is currently in place (adopted in 1994) has only received one actual update and that was within the past two months.
  - The best use of the regional travel demand model is to have an up-to-date and validated model which is the purpose of this supplemental agreement. PART will actually employ a regional modeler to deal with the annual updates and upkeep of the socio-economic as well as housing demolition permits to make this model validated and usable for any type of analysis work.

Larry Williams: I think this also includes the agreement of how this MPO will provide for that person and it is also included in our work plan, I believe. Is that correct?

Scott Rhine: Yes, sir. It's actually a part of all four of the MPOs' Unified Planning Work Program for the coming year. It also includes some allocation of funds from NCDOT and from PART on an annual basis.

c. Passenger Rail Transportation Studies

The Major Investment Study/Commuter Rail Study

- One purpose of the study was to identify corridors that needed transit improvements. There are four major corridors that were analyzed through this process.
- The second purpose was to determine appropriate transit technology families, relative costs and benefits, and select priorities.
- The third purpose was to satisfy Federal requirements as you go through the New Starts planning process.
- Two technologies were analyzed:
  1. The Rail Diesel Multiple Units is similar to a heavy rail car but it's in the rail technology category. It is the chosen technology in the

- Triangle area, which makes comparison more accurate.
2. Bus Rapid Transit Alternative is a system that primarily uses exclusive rights-of-way for transport. They operate very much like a dedicated right-of-way rail system.
    - Staff's recommendation to the PART board is that the existing study of the east-west corridor be continued.
    - Estimates for cost per rider and time travel were competitive for both technologies.

#### The Intercity Rail Study

- As a result of the NCDOT Western NC Rail Study, appropriations from the General Assembly were assigned to look for alternatives for intercity rail to be included into Winston-Salem. Details are in the printed material distributed to TCC/TAC members and on file in the City Department of Transportation.

#### d. Regional Bus Transportation Service

- PART express service has been running very well. Requests for expanding services are continually being received and plans are underway to assist with the Furniture Market travel needs.

#### e. Piedmont Triad Airport Area Transportation Plan

- The overall goals for this plan include the future routing of I-73, relocation of Bryan Blvd., improved access from High Point, improved access from Forsyth County including having a connection to the airport connector road that you have on your thoroughfare plan map, and access to the airport utilizing public transportation.
- A public meeting will be held on April 24<sup>th</sup> when alignment #2 will be available for public review and comment. This is the alignment that the City of Greensboro is proposing to put on their thoroughfare plan map.
- The City of High Point, City of Greensboro, Airport Authority, and NCDOT all chose alignment two.
- Scott Rhine reviewed the other alternatives and discussed reasons why they were not chosen.

## 6. **Forsyth County Environmental Affairs Air Quality Report**

Presented by Pat Reagan.

#### a. Air Quality

- Our air quality levels have risen, as expected.
- Our forecasting accuracy still runs about 85%.

- Ozone monitors will be operational on April 1<sup>st</sup>. They have been turned off through winter for maintenance.
- Most of the rest of the country begins forecasting for PM on May 1<sup>st</sup>, but we do forecasting year-round because PM is high in winter.

Dan Besse: Do you monitor for CO during the winter? And that is continued all summer with the addition of ozone?

Pat Reagan: Yes, sir, it is.

Walter Marshall: What methods of advertising do you use to get the information to the public? Do you give it to the media? A lot of places use the information through the media and it seems it would be very helpful here also.

Pat Reagan: We do get the information to them and encourage them to use it. Unfortunately we're at their mercy as to whether they use it.

Dan Besse asked about the location of the Peters Creek trestle. He will speak to Pat Reagan about the specifics at another time.

a. Early Action Compact Planning and Implementation

- Deadlines are indicated in the handout; they have not changed.
- Our department does continue to work with PART in trying to create a transportation and air quality partnership so we can maintain all the deadlines and keep on track as we need to with the EAC.

## 7. Calendar of Activities

Presented by Greg Errett.

- May 15<sup>th</sup> will have a fairly extensive agenda including several action items.

## 8. Presentation of the Draft US 52 Corridor Land Use and Transportation Plan Locally Preferred Alternative

Presented by Greg Errett, WSDOT; Jan Anderson, RS&H Engineers; and James Williams, HDR Consultants.

- Greg Errett (WSDOT) introduced Jan Anderson (RS&H Engineers), and James Williams (HDR Consultants), the primary consultants for the US 52 Land Use and Transportation study.
- Ms. Anderson described the purpose and need for the study, stressing that community involvement was crucial in every step of the process. She also described the transportation aspects of the plan.
- Mr. Williams focused on the land use portion of the plan.
- Having a plan which deals with both transportation and land use provides excellent opportunities for the community.
- The planning and financing phases of this project will take several years to

prepare which leads to estimates that construction could begin shortly after the Beltway is completed.

- A copy of the report is available on the web at [www.us52study.com](http://www.us52study.com).

Nancy Dunn: The eastern and western beltway need to be in place before construction on this project begins.

Larry Williams: I think maybe the Interstate designation you're talking about is a spur or urban connector.

Nancy Dunn: I think it's important for people to know the funding for US 52 is a different source than beltway. I-85 is pulling a lot of money out of our budget right now. When we're ready to build this US 52 corridor, the money will be there. There are other local projects that will have to wait because with a wreck a day happening on US 52, this is more urgent.

Nancy Dunn: We don't fix roads for economic development, but economic development follows highway construction, so to plan for that rather than just letting it happen is exemplary. I hope we do more of that around the state.

MOTION: Charlie Wolff moved to adjourn.

SECOND: Bob Stebbins.

VOTE:

FOR: Unanimous

AGAINST: None

## **OPEN HOUSE**

Following the Presentation of the Draft US 52 Corridor Land Use and Transportation Plan Locally Preferred Alternative, an Open House took place in the Council Chamber from about 6:00 to 8:00 p.m. This provided an opportunity for the public to review and make comment on the plan.