

MINUTES
JULY 15, 2004
4:15 P.M.
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
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
Allen Joines, Mayor, City of Winston-Salem
Billy Joe Kepley, Commissioner, Davidson County
Willa Lash, Mayor Pro Tem, Town of Bethania
Nancy Marshall, Council Member, Town of Bermuda Run
Chris Murphy, Secretary to TAC, City-County Planning Board
Keith Snow, Mayor, Village of Tobaccoville
Larry Sowers, Councilman, Town of Lewisville
Fred Terry, Council Member, City of Winston-Salem
Larry Williams, Mayor, Town of Rural Hall

STAFF PRESENT

Scott Barrow, City of King
Lakesha Dunbar, WSDOT
Greg Errett, WSDOT
Pat Ivey, NCDOT
Wendy Miller, WSDOT
Stan Polanis, NCDOT
Pat Reagan, FCEAD
Greg Turner, Assistant City Manager, City of Winston-Salem
James Upchurch, Transportation Planning Branch, NCDOT
Greg Venable, WSDOT

OTHERS PRESENT: Charles Brummitt (Executive Director of the Piedmont Land Conservancy); Robin Dean; Melynda Dunnigan; Molly Leight; ; Steve Strawsberg (RJR)

PRESIDING: Larry Williams, Chairman

RECORDING SECRETARY: Shelly Stewart, City-County Planning Board (absent from meeting, minutes prepared from tape recording)

The meeting was called to order at 4:26 PM.

ACTION ITEMS

1. Consideration of Minutes from the May 20, 2004 Meeting

MOTION: Allen Joines moved approval of the minutes.

SECOND: Willa Lash

VOTE:

FOR: Unanimous

AGAINST: None

2. Consideration of a Resolution in Support of Construction of the Northern Beltway

Presented by Stan Polanis.

- For the past few months, the Winston-Salem Chamber of Commerce has requested resolutions of support for the Northern Beltway.
- They have asked the TAC to endorse this resolution which is simply a statement of continuing support for the Beltway.

MOTION: Allen Joines moved approval of the resolution.

SECOND: Fred Terry

VOTE:

FOR: Unanimous

AGAINST: None

- Allen Joines: This is a tremendously important project for Winston-Salem and many of the surrounding communities who are looking to it (the Beltway) to address traffic situations. This project was listed in the 1968 Thoroughfare Plan as one of the most important new projects.
- Dan Besse: It is my understanding that this resolution does not address the route selection. Staff noted that Council Member Besse's understanding is correct.

3. Consideration of Amendments to the Winston-Salem Urban Area Thoroughfare Plan Map and Technical Report

- Larry Williams: Some of the municipalities have not had a chance to review and approve the proposed Thoroughfare Plan, so this item is being presented today as an information item.
 - a. Add Davidson County's Portion of the MPO
 - b. Add Davie County's Portion of the MPO, including the Town of Bermuda Run
 - c. Add Stokes County's Portion of the MPO, including the City of King
 - d. Additions/Deletions/Changes to Winston-Salem/Forsyth County Thoroughfares

Presented by Greg Venable.

- The public meeting process for the Thoroughfare Plan and Long Range Transportation Plan has been completed.
- We had seven meetings and a total of about 65 citizens participated in the process.

- Five comments were received.
 - Most of the citizens had comments about the beltway.
 - RJ Reynolds had some issues with the Spainhour Mill Road connection. The Village of Tobaccoville looked at that and decided they would like to try to keep that connection on the Thoroughfare Plan at this time.
 - Greg Venable noted that Stokes County, the City of King, and Davie County are the agencies we still need approval from before this Committee can adopt the Thoroughfare Plan. This item should be on the Action Agenda for September.
4. Selection of Transportation Planning Project Priorities for the Fiscal Year 2003-2004 Unified Planning Work Program – Work Task III-D-3, Special Studies

Presented by Greg Errett.

- The work program currently shows \$50,000 of STP-DA funds to be used for special studies in 2003-2004 as well as into the next fiscal year.
- Since the description in the Work Program was somewhat generic, staff identified some projects which have come up from requests from different municipalities to compile this list.
- It includes smaller studies which staff believes can be accomplished within the \$50,000. We are requesting that the TAC approve of this list in priority order:
 - a. Conducting a Feasibility Study of the US 311 Connector in Winston-Salem to determine if this project can still be built (#1 ranked Transportation Needs project).
 - b. Completing a Traffic Engineering Analysis of the proposed one-way pair of roads in the downtown area of the Town of Lewisville (related to #5 ranked project).
 - c. Conducting a Feasibility Study for the Peace Haven Road/Styers Ferry Road Connector in the Village of Clemmons, including making a recommendation on the possibility for an interchange with the proposed Northern Beltway (#8 ranked project).
 - d. Completing a Planning and Engineering Study, and Functional Design for the Forum Parkway Connector in the Town of Rural Hall (#14 ranked project).
- Fred Terry: What kind of things would you be looking at in study #1? Environmental impacts or impacts on neighborhoods?
- Greg Errett: We want to do a more detailed analysis of the original corridor. There's been some additional development within the business park there. There are some changes that are going on with the interchanges as we speak. The NCDOT is rebuilding the bridges at the Reidsville Road interchange where the US 311 connector would tie in. With this study, we want to make sure that the road extension and connection can be properly done and have a minimum impact on the business park and the adjoining neighborhoods.
- Dan Besse: For that section, will that include the environmental questions as well?

- Greg Errett: We have not defined the full scope of work yet. We will probably do some environmental analysis, but I don't know that it would be a tremendously in-depth analysis. What we primarily want to look at is the engineering aspects and right-of-way impacts of the corridor. We will certainly look at how the road might impact adjoining neighborhoods and obviously the businesses there. As far as specific environmental impacts to wetlands and species, that probably would not be part of this study.
- Dan Besse: Let me suggest that it might be useful to do that because you have in that section at least one stretch where you may have a choice of impacting some existing neighborhoods or environmentally sensitive areas along Salem Creek. That question itself may impact the corridor feasibility.
- Greg Errett: Very good. We'll do that.

MOTION: Ed Brewer moved approval of the priorities list.

SECOND: Fred Terry

VOTE:

FOR: Unanimous

AGAINST: None

5. Approve an amendment to the Winston-Salem Urban Area Fiscal Year 2004-2010 Metropolitan Transportation Improvement Program (MTIP) to provide partial funding for the Union Station Inter-modal Transportation Facility (MTIP Project TD-4734)

Presented by Stan Polanis.

- In 2002, Winston-Salem, PART, and NCDOT finished a feasibility study of rehabbing Union Station in downtown Winston-Salem.
- After that, the project was added to the MTIP as an unfunded item.
- Since then we have received some Federal funds to start work on the Station.
- Before we can access those funds, this project has to be moved from "Unfunded" to "Funded" on the MTIP.
- This resolution asks that the change be made and asks the State Board of Transportation to concur with this action.
- Fred Terry: This is an important project.
- When we look at the opportunity for rail to come through Winston-Salem, this would be where a rail station could be located.
- Being inter-modal, it would be an opportunity for folks to come into Winston-Salem by rail, get on a bus, and travel or even go from this station over to High Point for the north/south connection on high speed rail.
- It would put Winston-Salem in a good position.
- With the building of the research park, this would put travelers in a good place where they don't have to travel far to either the research park or hotels.
- Larry Williams: This is the first step in a very important endeavor, ultimately including high-speed rail connections.
- Fred Terry: It is also a historically valuable property.
- Fred Terry: Mr. Davis has a garage there but he has maintained the building. The original floors are still there, some of the original decorative work is still there and there is an adaptive reuse of the downstairs part of the building which is used as an art gallery.

MOTION: Fred Terry moved approval of the amendment to the 2004-2010 MTIP.

SECOND: Allen Joines

VOTE:

FOR: Unanimous

AGAINST: None

Information Items

6. 2030 Multi-Modal Long Range Transportation Plan and Air Quality Conformity Determination for the Winston-Salem Urban Area
 - a. Progress Report on the Overall Process
 - b. Review of the Draft Street Network for the 2014, 2020 and 2030 Horizon Years

Presented by Wendy Miller.

- On May 20, we had our interagency consultation meeting with the Federal Highway Administration, NCDOT, EPA, NCDEHNR, and our MPO regional partners as well as PART to go over the process for the air quality analysis and to agree upon our schedule and all the things we need to do in the interim.
- We then began a public review on May 20th of our existing Long-Range Transportation Plan as well as the proposed Draft Thoroughfare Plan. The public review ended on June 21st.
- There was no specific comment on the Long-Range Plan although there were comments about the bicycle and pedestrian facilities.
- What is before you today is the meat of what we began with the air quality analysis and Long-Range Transportation Plan update which is our project list for the Highway Needs.
- We've taken an initial draft at reordering these projects from the existing table. Some projects have shifted time frames.
- We've also added new projects from our 2003 Needs Report and other special projects that came from municipal requests.
- The communities need to look at this very carefully and tell us if we've got these in the right locations.
- We met with James Upchurch from NCDOT to discuss the locations of these projects in these time frames.
- We're all comfortable at this point with the Draft Street Network.
- We also discussed regional significance and made some significant changes there.
- Projects that were listed before have been narrowed down now and we are looking at regional significance as only being established with freeways, highways, and other cross-county connectors.
- We will bring this back at the September meeting for adoption after which it will go to NCDOT to begin their process with air quality conformity determination.

7. Review of the Draft 2030 Population, Housing and Employment Projections for the Winston-Salem Urban Area

Presented by Chris Murphy.

- I have nothing to give you at this time, but will have something for you in September. That still does meet with the timeframe for the LRTP update.

8. Presentation on the Northern Beltway Draft Environmental Impact Statement (EIS)

- This item was postponed until a future meeting.

9. Progress Report on the Congestion Management System (CMS) Plan

Presented by Greg Errett.

- In January I presented an outline of what our planning process was going to be and the types of things we are required to cover with our Congestion Management System from the Federal Planning regulations.
- Since that time we have formed a steering committee of a variety of disciplines, NCDOT staff, town managers, our staff, Planning Board, etc., to work on the various elements of that plan.
- We've completed three or four of those major elements.
- It is a significant component of the Long-Range Transportation Plan (LRTP) and in September we'll have a more detailed progress report of what we have accomplished at that time.

10. NCDOT Division 9 Report

Presented by Pat Ivey.

- A copy of Mr. Ivey's report is on file.
- Fred Terry: What determines if noise barriers are put in?
- Pat Ivey: The number of cars and decibel level. The Board of Transportation is reviewing the policy, but the current policy states that noise walls cannot be considered on a project unless capacity is being added (additional lanes).
- Allen Joines thanked Pat Ivey, Stan Polanis, and staff for accelerating the round-a-bout project which allows the Southeast Gateway project to proceed much sooner.

11. Sidewalk and Pedestrian Facilities Planning Report

Presented by Greg Venable.

- Our kickoff meeting for the steering committee was held in late June.
- We've collected all the data from the outer areas of the MPO and are now focusing on collecting data in Winston-Salem.

- Data includes driveway locations, obstructions in sidewalks (power poles, fire hydrants, etc), overhanging vegetation, construction material, width of sidewalks, condition of sidewalks and similar information.
- Dan Besse: Do we have a timeline for consideration of the enhancement project submissions that we approved at the last TAC meeting?
- Greg Errett: It will probably be later this year, hopefully before your September meeting.

12. Bicycle and Greenway Planning Report

Presented by Lakesha Dunbar.

- Staff met with representatives of Norfolk Southern Railway concerning the use of a tunnel to complete the southern portion of the Brushy Fork Greenway Trail. Norfolk Southern was very positive and helpful. Staff will work to finalize those arrangements.
- Ms. Dunbar reviewed the status of other greenways and the Bicycle Plan.
 - a. Piedmont Land Conservancy Presentation on the Piedmont Greenway
 - Charles Brummit, Executive Director of the Piedmont Land Conservancy, presented information on the Piedmont Greenway.

13. NCDOT Transportation Planning Branch Report

James Upchurch had to leave the meeting early so there was no report on this item.

14. Piedmont Authority for Regional Transportation (PART) Report

There was no report on PART. No representatives were present.

15. Forsyth County Environmental Affairs Department Air Quality Report

Presented by Pat Reagan.

- a. Update on Early Action Compact for Ozone Reduction
 - Since the last TAC meeting, potential litigation from several environmental groups has arisen.
 - It is primarily geared toward the fundamental aspect of eight-hour ozone and how EPA has approached eight-hour ozone and its processes as outlined in the Federal Register.
 - We have met with the lawyers representing the groups and it seems likely that we can work together to address their concerns and hopefully minimize the lawsuit's impact on the EAC.
 - When the DAQ revised the preliminary data and reran the model, it showed compliance of eight-hour ozone at all the Triad monitoring stations for 2007 which was a requirement of the EAC.

b. Non-Attainment Designation for Fine Particulate Matter

- At an earlier meeting, a handout was distributed showing what the Division of Air Quality had suggested as a Non-Attainment Designation for Fine Particulate Matter.
- DAQ had suggested that only Davidson County be considered non-attainment for PM Fine.
- EPA has written the State suggesting that in addition to Davidson County, Forsyth, Guilford, Stokes and Randolph counties be designated as non-attainment. Final designation will be in December, 2004 so there is time for feedback before the final decision is made.
- Dan Besse: What are the consequences and benefits of Non-Attainment Designation?
- Consequences are:
 - Creation of a State Implementation Plan is a long process, usually done by the State with help from the MPO as well as our department, that creates a plan for how the area will come into compliance with the standard over the next several years.
 - They implement standards which are called New Source Review which require any new source (business, industry, etc.) which comes into an area to meet stricter standards than would otherwise be required.
 - Transportation Conformity would also have to be addressed for Particulate Matter.
 - Currently it is done for one-hour ozone and for CO.
- Benefits are:
 - The entire Triad would be on the same playing field.
 - Air Quality-wise, we would like to see the largest area possible designated as Non-Attainment because it represents a larger population.
- By 2006, all the counties indicated above will require emissions inspections.
- Larry Williams noted that this letter was a response to the State's letter in February.
- That letter requested that only Davidson and Catawba Counties be designated as non-attainment.
- Particulate matter can be high throughout the day, but typically the higher values are in the morning or late evening.
- Ozone typically runs the highest in the late afternoon/early evening because it's an eight-hour average.
- Mr. Williams asked if a highway construction project could impact the data (construction pollution)?
- Mr. Reagan indicated that it could influence the data.
- Dan Besse noted that only one air quality monitoring station showed violation of PM Fine standards.
- It was on that basis that the State made its recommendation.
- There are some additional stations now in Davidson County which have been installed to try to determine the cause of that violation.
- There's some real puzzlement as to why that Davidson monitoring station and only that station showed violations.

- There were a couple of other stations in southeastern Forsyth County that came fairly close, but did not exceed the standards.
- One other con is the effect on incentive to follow through on the ozone early action compact strategies.
- Part of the incentive for participation in that process was to avoid the non-compliance penalties.
- Some of us are concerned that we may lose early compliance incentives in that process if we are not able to avoid the broader non-compliance designation for the Fine Particulates.
- Billy Joe Kepley: Davidson County barely exceeded the standards and Forsyth County barely met the standards.
- The trend for Davidson County is that readings are decreasing.
- If that trend continues, Davidson County would be in conformance next year.
- Dan Besse: Among the mobile sources, diesel is an offender on the Fine Particulates.
- Larry Williams asked if trains were exempt from these regulations.
- Pat Reagan answered that trains adhere to a different set of regulations.

c. Air Quality Report

- We have not had an ozone exceedance yet this year and our median for the year is 46 AQI which is still in the green area.

16. Federal Highway Administration (FHWA)/Federal Transit Administration (FTA)/Environmental Protection Agency (EPA) Certification Review of the Winston-Salem Urban Area Metropolitan Planning Organization (MPO)

Presented by Greg Errett.

- The Federal Certification Review of our transportation planning process will take place on August 4 and 5th.
- The public meeting has been moved to August 4th.
- There will be a 30-day public review period from August 2 to September 7.
- All comments received during that time will be forwarded to FHWA and the other Federal agencies.

17. Review of Calendar of Activities

Presented by Greg Errett.

- Mr. Errett noted that the November meetings will follow the normal schedule since the State ITE (NCSITE) meeting has been rescheduled.
- NCAPA conference is in September in Asheville.

The meeting was adjourned at 5:45 PM.