

**MINUTES  
WINSTON-SALEM URBAN AREA  
TECHNICAL COORDINATING COMMITTEE (TCC)  
JULY 15, 2010  
2:00 P.M.  
SECOND FLOOR, CONFERENCE ROOM,  
BRYCE A. STUART MUNICIPAL BUILDING**

**MEMBERS PRESENT:**

Margaret Bessette, CCPB  
Ryan Ross, Manager, Town of Midway  
Lakesha Dunbar, Forsyth County, Alternate  
Pat Ivey, NCDOT  
Cary Gentry, FCEAD  
Paul Norby, CCPB  
Greg Errett, WSDOT  
Scott Snow, Manager, Town of Walkertown  
Brent Rockett, Commissioner, Town of Bethania  
Gary Looper, Manager, Village of Clemmons  
Brian Ulrich, Project Engineer, Town of Kernersville, Alternate  
Robert Prestwood, City of Winston-Salem, Alternate  
Frank James, Manager, Town of Rural Hall  
Cecil Wood, Manager, Town of Lewisville  
Phillip Vereen, WSTA, Alternate  
Mark Davidson, Director, Smith-Reynolds Airport  
Dan Corder, Village Administrator, Village of Tobaccoville  
Andy Bailey, NCDOT

**PRESIDING:** Stan Polanis, Chairman, WSDOT

**STAFF PRESENT:**

Connie Curtis, WSDOT  
Fred Haith WSDOT  
Kevin Edwards, WSDOT  
Wendy Miller, WSDOT  
Matthew Burczyk, WSDOT  
Chad Aldridge, WSDOT  
Mark Kirstner, PART  
Russell Radford, Town of Kernersville

**RECORDING SECRETARY:** Laura Whitaker, WSDOT

**OTHERS:**

Kirk A. Stull, HDR

Stan Polanis introduced Chad Aldridge, the new Engineering Technician for the City of Winston-Salem Department of Transportation.

**1. Citizen Comments**

No one present.

**Action Items**

**2. Consideration of the May 20, 2010 Meeting Minutes**

Presented by Stan Polanis.

MOTION: Margaret Bessette moved approval.

SECOND: Ryan Ross

VOTE:

FOR: Unanimous

AGAINST: None

**Information Items**

**3. Final Review of Candidate Bicycle, Greenway, Sidewalk and Other Pedestrian Facilities Utilizing Programmed Surface Transportation Program – Direct Attributable (STP-DA) Funds**

Presented by Matthew Burczyk.

a. Bicycle and Pedestrian Facilities Projects Update

- There was a call for projects in January of 2010.
- Over 100 sidewalk, 60 bike and 20 greenway projects were received.
- Committee met to evaluate and rank projects.
- There is \$6.4 million available in funding.
- 30% went toward sidewalk projects, 13% went toward bike projects and 57% went toward greenway projects.
- Winston-Salem was only municipality to request funds for bike lanes.
- Every municipality that requested sidewalk funds received funding.
- Selection committee decided to wait for allocation of greenway funds to review feasibility of projects then apply for funding.
- There is \$4.3 million for greenway projects, so far Kernersville and Clemmons have projects totaling over \$2 million.

Matthew Burczyk replied to Paul Norby's question stating that the greenway projects do provide connectivity.

**4. Review of the Draft NCDOT 5, 10 Year Work Plans for the Fiscal Year 2011-2017 State Transportation Improvement Program (STIP) Approval**

Presented by Wendy Miller.

- Draft TIP was not issued in July.
- When TIP is issued, it will be for 2012 – 2018.
- Yadkin River Bridge project was pulled from the Equity Formula and will receive TIGER grant funding as well as money from the Mobility Fund.
- TIP release is now scheduled for August and will reflect changes in the Equity Formula.

- TIP draft will include beltway loops.

## **5. Update on the Piedmont Triad Motor Carriers Survey**

Presented by Fred Haith.

- The Winston-Salem Urban Area MPO in cooperation with the PART, the NCDOT, the Burlington-Graham MPO, the Greensboro Urban Area MPO and the High Point Urban Area MPO sponsored a Piedmont Triad Motor Carriers Survey.
- The survey gave motor carriers an opportunity to help shape the transportation future of the region.
- The results will be used to update the region's travel forecasting model, which is used by transportation officials to develop long-range transportation plans and to help identify transportation priorities and needs for the region.
- 150+ invitations were mailed to freight carriers.
- 21 responded to the survey.
- Survey Monkey provided the results of the survey.
- An Excel spreadsheet with all the information is available upon request, or separate information can be compiled upon request.

## **6. Review of the Draft Comprehensive Transportation Plan (CTP) Street and Highway Plan Technical Report Recommendations**

Presented by Kevin Edwards.

- The CTP is required by NCGS 136-66.2 and is developed with the cooperation of NCDOT and designed to serve present and anticipated travel demand in and around the MPO.
- The CTP is a series of five maps with supporting documentation: the adoption sheet (base map), highway map, public transportation and rail map, bicycle map and pedestrian map.
- The final Thoroughfare Plan was adopted by TAC on February 28, 2002.
- In 2005 the Street and Highway Inventory Table was updated.
- The CTP Highway Map Conversion from the Thoroughfare Plan was adopted by the TAC on August 21, 2008.
- The CTP adoption sheet, public transportation and rail map and bicycle map were adopted by the TAC on January 29, 2009.
- The first meeting of the Winston-Salem Urban Area Street and Highway Planning Subcommittee was on September 15, 2009.
- The revised CTP plan was adopted by the TAC on September 17, 2009.
- The revised CTP was adopted by the NC Board of Transportation on December 10, 2009.
- Current progress toward the new CTP include: policy changes and highway table.
- The policy changes include add/remove recommended streets, removing existing streets/change to collector streets, add/remove interchanges and significant design changes.
- The highway table will include changes since 2005, latest AADTs and projected 2035 traffic volumes, traffic capacities and V/C ratios and physical/operation data.
- The plan should go out for public review in the fall of 2010 and then back to the TAC for adoption in the winter of 2011.

A discussion ensued regarding Business 40 interchanges.

Brian Ulrich distributed a handout of comments from the Town of Kernersville regarding the CTP.

## 7. Presentation on the Cloverdale Avenue Corridor Pedestrian Safety Plan by HDR, Inc.

Presented by Greg Errett and Kirk Stull, HDR.

- Greg Errett introduced Kirk Stull with HDR Engineering, Inc.
- Kirk distributed Cloverdale Avenue Pedestrian Study Design Plans.
- The Cloverdale Avenue Pedestrian plan is within the Southwest Area Plan which was adopted by the City of Winston-Salem City Council on October 5, 2009.
- The study area included Oakwood Drive, Cloverdale Avenue, Miller Street and Hawthorne Road.
- The area also includes part of Thruway Shopping Center and Wake Forest Medical Center Metro Activity Center.
- The goals and objectives of the plan are to identify and document study area needs, greatly improve the pedestrian environment, accommodate bicycles where possible, improve ADA compliance, avoid right-of-way acquisitions and develop detailed conceptual plans for proposed improvements.
- Initial site reviews consisted of a walking audit conducted on May 9, 2009.
- On the walking audit representatives from Ardmore neighborhood, Ardmore Terrace, WFUBMC, the Adaptables, City Planning staff, WSDOT staff and HDR project team were present.
- There was also a site review meeting held at Brunson Elementary School with the school's administration.
- General recommendations include: provide traffic calming and pedestrian crossing locations; modify right-turn lanes to slow vehicles and increase driver visibility; consider mid-block crossings with center refuge islands and rapid-flashing beacons; provide accommodations for transit stops and include extra sidewalk and shelters, benches, etc.; modify skewed intersections; and, install sharrows to enhance bicycle use.
- Specific recommendations include
  - Oakwood Drive: high visibility crosswalks.
  - Cloverdale Avenue (Oakwood Drive to Miller Street): bulb-out and raised crossing at Highland Presbyterian Church; straighten intersections at Melrose and Magnolia Streets; and add sidewalk to north side of Cloverdale Avenue.
  - Cloverdale Avenue/Miller Street intersection: eliminate free-flow right turns; remove pavement and curbing to remove receiving lanes; improve radius geometry and provide channelizing/pedestrian refuge islands on all four corners; provide high visibility crosswalks and modern signalization; and continue new sidewalk along the north side of Cloverdale Avenue; and consider roundabout.
  - Cloverdale Avenue/Medical Center Boulevard/Business 40 EB Ramps: continue sidewalk along north side of Cloverdale Avenue; remove excess pavement along south side and access drive; make Beach Street one-way and one lane; and eliminate free-flow right-turn from Business 40 Ramp and remove receiving lane and channelize right-turns with better geometry.
  - Cloverdale Avenue from Medical Center Boulevard to First Street: continue sidewalk along north side of Cloverdale Avenue; add channelizing islands/high visibility crosswalks at Grove Park Avenue; relocate crosswalk across Cloverdale between hospital and parking lot with possibility of moving entrance into parking lot; and, build center island under Business 40.
  - Cloverdale/Cloverdale Connector/Business 40 WB Ramp: consider paved pedestrian path along Business 40 WB Ramp where worn footpath currently exists.
  - Hawthorne Road from First Street to Glade Street: provide NB and SB 4-foot bike lanes by restriping; reconstruct Cloverdale Avenue/Hawthorne Road intersection to eliminate skew; add raised pedestrian crosswalk opposite school entrance; reduce free-flow right turn lanes at Glade Street; and reconstruct islands to provide a three-lane section plus bike lanes in each direction.

- Miller Street from South of Cloverdale Avenue to Five Points: construct pedestrian crossing 420 feet south of Cloverdale Avenue; restripe to three lanes with designated bike lanes on both directions; construct sidewalk along east side from Cloverdale Avenue to First Street; and construct mid-block refuge island and high visibility crosswalk 480 feet north of Cloverdale.
- Even with the improvements and the road diets, most of the traffic flow will still be operating at acceptable levels of service and under capacity. Therefore, the plan has struck a balance between improved pedestrian movements and traffic capacity.
- Cost estimates for construction which includes general construction items including lighting, signage, mobilization, traffic control and contingency funds will be \$2,596,246.67.

## **8. Presentation on the NCDOT Complete Streets Policy**

Presented by Margaret Bessette and Andy Bailey.

- Margaret distributed a Complete Streets contact information handout.
- NCDOT's Complete Streets Policy was adopted by the NC Board of Transportation in July 2009.
- It emphasizes North Carolina's commitment to inter-dependent, multi-modal transportation networks that accommodate access and travel for all users.
- Past NCDOT attempts have focused on individual modes and projects.
- The policy requires NCDOT to consider the needs of all users on new and improved infrastructure projects, incorporate multi-modal alternatives in planning and design and to collaborate with local areas to ensure local plans and options are included.
- The policy benefits include improved safety and mobility for all users, enhanced access to and connectivity between modes; increased use of alternative forms of transportation; and, improved statewide quality of life, air quality, growth and economic development.
- Policy implementation includes development of planning and policy guidelines to support implementation.
- Parsons Brinkerhoff has been hired to coordinate process that includes data collection/analysis, stakeholder involvement, website development, planning and design guidelines and training of NCDOT and local staff.
- Charlotte has already developed an Urban Street Design Guidelines.
- The advisory group was formed in the Fall of 2009. Margaret Bessette and Andy Bailey are serving on the 20-member statewide advisory group.
- The consultant was selected in the Winter of 2009.
- Project work started in February/March of 2010.
- Stakeholder involvement started in the Summer of 2010.
- Product delivery will be in the Fall 2010/Winter 2011.
- Training and deployment will be in the Spring of 2011.

## **9. Update on the Regional Transit Development Plan**

Presented by Brent McKinney and Mark Kirstner.

- Mark distributed a Regional Transit Development Plan (RTDP) brochure and a Piedmont Triad Regional Transit Vision for 2025 map.
- The Piedmont Triad's population is expected to grow by 15% over the next 10 years reaching 1.8 million people by 2020.
- The RTDP will serve as a blueprint for regional transportation efforts over the next 10 to 15 years.
- The RTDP incorporates input from residents, business and other stakeholders on ways to improve existing transit services and meet future needs.
- PART is also coordinating with 8 other transit systems and 10 counties in the Piedmont Triad to develop the plan.
- Survey respondents include 602 people, 79% were non-riders and 21% were riders.

- Respondents were asked what would lead you to try transit for 1 week: 24% would if a bus stop was within 10 minute walk or less of home or work; 21% would if total trip time would not increase by more than 50%; 19% would having complete information about routes, schedules and wait times; 12% would if a ride home was available in case of an emergency; 11% would if gas prices increase; 9% would with a free trial pass; 2% would if they had someone to ride with and only 3% said that nothing would lead them to try transit.
- The RTDP will support economic development, create a place of distinction and provide mobility choices.
- The RTDP will be an integrated network of transit systems providing mobility throughout the Triad.
- The plan development included examining existing routes and current plans, consider existing and future demographics and land use, coordination with local jurisdictions, transit operations and key stakeholders and additional refinements following stakeholder workshops/open house.
- Summary of draft recommendations for Forsyth County include: enhance bus service with more frequent service, new and extended routes, additional evening/weekend service, and service in Kernersville; establish 4 transit emphasis corridors; develop central city street car system; and add additional transit centers, park & ride lots, street side amenities, new vehicles, and support facilities.
- Net local annual costs would be approximately \$47 million.
- One-half cent sales tax would generate \$51 million.
- For further information visit [www.partnc.org/rtdp.html](http://www.partnc.org/rtdp.html)

#### **10. MPO Staff Reports – Questions for Staff**

- a. NCDOT Transportation Projects Update
- b. Forsyth County Environmental Affairs Air Quality Notes & Report

Pat Ivey stated that the 20<sup>th</sup> Street bridge project would be completed 27 days ahead of schedule.

#### **11. Review of the 2010 MPO Calendar of Activities**

Presented by Greg Errett.

- The next TCC meeting will be held September 16, 2010.

#### **12. Other Business/Adjourn Meeting**

An ARRA project update was distributed.

**ADJOURNMENT 3:50 PM.**