

**MINUTES  
WINSTON-SALEM URBAN AREA  
TRANSPORTATION ADVISORY COMMITTEE (TAC)  
JANUARY 21, 2016  
4:15 P.M.  
FIFTH FLOOR, PUBLIC MEETING ROOM,  
BRYCE A. STUART MUNICIPAL BUILDING**

**MEMBERS PRESENT:**

Margaret Bessette, City-County Planning Board, TAC Secretary  
Dan Besse, Council Member, City of Winston-Salem, Vice Chairman  
Derwin Montgomery, Council Member, City of Winston-Salem, Alternate  
Denise Adams, Council Member, City of Winston-Salem  
Kenneth Rethmeier, Mayor, Town of Bermuda Run  
Brent Rockett, Commissioner, Town of Bethania  
Tracey Shifflette, Alderman, Town of Kernersville  
Mike Horn, Mayor, Town of Lewisville  
Myron Marion, Mayor Pro Tem, Village of Tobaccoville, Alternate  
John Byrum, Mayor, Town of Midway  
Randy Mendenhall, Council Member, Town of Walkertown  
Mike Rogers, Council Member, Village of Clemmons  
Allen Todd, Mayor, Town of Wallburg  
Regina Streed, Board Member, WSTA

**PRESIDING:** Mayor Larry Williams, Town of Rural Hall, Chairman

**STAFF PRESENT:**

Joe Geigle, FHWA  
Jordan Payne, FCOEAP  
Paul Martin, FCOEAP  
Pat Ivey, NCDOT  
Wayne Davis, NCDOT  
Toneq' McCullough, WSDOT  
Connie James, WSDOT  
Dewey Williard, WSDOT  
Fred Haith, WSDOT  
Matthew Burczyk, WSDOT  
Ravin Gore, WSDOT  
Ken Baker, WSDOT  
Scott Rhine, PART

**RECORDING SECRETARY:** Laura Whitaker, WSDOT

**OTHERS:**

J. Leigh Gill  
Sally Jones  
Todd Miller, Vulcan Materials  
Mike Combest, Village of Clemmons, Alternate  
Dan Pugh, Former Mayor, Town of Lewisville  
Barbara Wilkes  
Norman Wilkes, Former Mayor, Town of Midway

Chair Williams read the Ethics Awareness and Conflict of Interest Statement

Chair Williams presented Certificates of Appreciation for Service to the TAC to Former Town of Lewisville Mayor Dan Pugh and Former Town of Midway Mayor Norman Wilkes

**1. Election of Officers**

MOTION: Ken Rethmeier moved that Larry Williams serve as Chair.

SECOND: Allen Todd

VOTE:

FOR: Unanimous

AGAINST: None

MOTION: Derwin Montgomery moved that Dan Besse serve as Vice-Chair.

SECOND: Denise Adams

VOTE:

FOR: Unanimous

AGAINST: None

**2. Citizen Comments**

J. Leigh Gill, 580 Oaklawn Road, Winston-Salem, NC 27107 expressed his concern with the route selected for Highway 109 improvements. Inaccurate information was provide regarding the project. Most individuals affected feel Highway 109 should run its current route. Approximately 22 active farms/forest areas will be affected. Mr. Gill further stated his shock at a designated rural route was selected versus an urban area. Mr. Gill stated that he would like to sell his property located at 580 Oaklawn Road and retire but because of the Highway 109 project, nobody is interested in purchasing his property. Comments from the public hearing show 43% of residents requested existing Highway 109 be used versus the alternate selected.

Mr. Gill stated that he had submitted written comments to MPO staff via email last fall. Margaret Bessette said staff had not received his comments, but that if he would resend them, they would be forwarded to the TAC. [Mr. Gill's written comments sent immediately following the TAC meeting have been attached to these minutes.]

## **Action Items**

### **3. Consideration of the November 19, 2015 TAC Meeting Minutes**

Presented by Chairman Larry Williams.

MOTION: Allen Todd moved approval of the minutes.

SECOND: Regina Streed

VOTE:

FOR: Unanimous

AGAINST: None

### **4. Consideration of the Recommended STP-DA and TAP-DA Funding Allocations for the Winston-Salem Urban Area MPO's Fiscal Year 2016 and Fiscal Year 2017 Call for Projects**

Presented by Fred Haith.

- The 2016 Call for Projects will commit federal funds allocated to the WSMPO to implement bicycle and pedestrian, intersection improvements, small roadway, streetscape and transit projects.
- All proposals seeking funding will be evaluated, ranked and submitted to the WSMPO TAC for final approval.
- There is approximately \$1.7 million available for bicycle and pedestrian projects, with \$191,000 serving as contingency.
- There is approximately \$1.4 million available for intersection improvement projects, with \$160,000 serving as contingency.
- There is approximately \$3.8 million reserve/small roadway/streetscape/transit projects, with \$432,000 serving as contingency.
- An original proposal must be submitted via email, standard mail or hand delivery.
- All proposal submittals must include a cover letter from the principal elected official or chief executive, completed project application and an appendix of supporting documents such as a letter of support of 20% match and project map, as well as any additional documentation that helps support the project.
- All proposals must be received by the Winston-Salem Department of Transportation via email, standard mail or hand delivery by Monday, January 25, 2016.
- There will be a Federal Funding Workshop held at the NCDOT Division Office on January 27, 2016.

A brief discussion ensued regarding chosen projects.

MOTION: Regina Streed moved approval.

SECOND: Denise Adams

VOTE:

FOR: Unanimous

AGAINST: None

## **Information for Future Action Items**

### **5. Review of the Draft Fiscal Year 2016-2017 Unified Planning Work Program (UPWP) of the Winston-Salem Urban Area MPO**

Presented by Connie James.

- Each year the Winston-Salem Urban Area MPO is required to develop and approve a Unified Planning Work Program (UPWP) for transportation planning.
- The UPWP identifies what transportation planning projects and work tasks will be completed during the fiscal year and the estimated amount of federal and State highway and transit planning funds that will be used to complete the work, plus the required local matches.
- Two of the bigger projects are the Business 40 streetscape design plan and new routes for WSTA projects.
- Planning and Transit funds allocated the same as previous years.
- Please provide any feedback as soon as possible.
- The draft UPWP will be submitted to NCDOT through their Partner Connect and Connect NCDOT websites by January 31, 2016.
- Additional reviews will take place at the February TCC and TAC meetings; and adoption of the UPWP will take place at the March TAC meeting with final electronic submissions to NCDOT by March 31, 2016.

### **6. State Ethics Compliance Requirements for TAC Members/Alternates Due April 15**

Presented by Margaret Bessette.

- As a TAC member, you have two forms to complete each year – the Statement of Economic Interest (SEI) and the Real Estate Disclosure (RED).
- The deadline for submission of 2016 forms is April 15, 2016.
- New members/alternates must complete their SEI and RED prior to assuming their position on the TAC.
- The submission requirements are the same as last year, as are the fines.
- The Ethics Commission is required to impose a fine of \$250 for late filing and/or failure to file for each form.
- The web address for the ethics form is:  
[www.ethicscommission.nc.gov/sei/blankForm.aspx?type?MPO\\_RPO](http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type?MPO_RPO).
- Margaret asks that members file early and on-line and contact her or Ethics Commission staff for assistance.

## **Information Items (Presentation by Staff by Request of TAC Only)**

### **7. MPO Staff Reports**

#### **a. NCDOT Division 9 Transportation Projects Update**

Presented by Pat Ivey.

Pat responded to a question regarding paved/unpaved roads by stating that NCDOT has hired a consultant to survey non system streets at the request of the NC Legislature.

**b. Forsyth County OEAP Air Quality Update**

No questions for staff.

**c. Bicycle and Pedestrian Facilities Projects Update**

No questions for staff.

**d. Winston-Salem Transit Authority (WSTA) Update**

No questions for staff.

**e. Piedmont Authority for Regional Transportation (PART) Update**

No questions for staff.

**f. Title VI Compliance Update**

No questions for staff.

**g. 2015-2016 MPO Calendar of Activities**

Presented by Connie James.

- January 25, 2016, is the deadline for STP-DA project submissions.
- On January 27, 2016, a WSMPO Federal Funding Workshop will be held at the Division 9 office.
- On March 31, 2016, the adopted fiscal year 2016 – 17 UPWP and MPO self-certification is due to NCDOT.
- On April 1, 2016, the P 4.0 regional impact local input point window opens for two months. April 1 is also the P 4.0 deadline for approval of local input point assignment methodologies.

**8. Next Meeting/Adjourn Meeting**

Presented by Chairman Larry Williams.

- Next TAC meeting will be February 18, 2016.

ADJOURNMENT 4:56 pm.



This page and the following 3 pages were provided by J. Leigh Gill to be incorporated into his public comments provided at the TAC meeting on January 21, 2016.

## Executive Summary

### **Errors, misleading and false information presented by the NCOT for new NC Hwy109 Alt 6 in Davidson and Forsyth Counties.**

Prepared by  
J. Leigh Gill  
580 Oaklawn Rd.  
Winston Salem, NC 27107  
336.769.4906

Prime Farmland and road width selection are the most critical pieces of data that can be used to skew new road priorities, all other factors in the Environmental Impact Statement are dependent on these two units of measurement. NCDOT includes land they own (in this case existing NC Hwy 109) as part of the acquisition costs. NC 109 has an existing ROW of 60 feet for its entire length.

Lochner Associates (2840 Plaza Place, Suite 202 Raleigh, NC 27612 Phone: 919.571.7111 Fax:919.571.0454) was used by the NCDOT for analysis on this project. Among other data, Lochner provided NCDOT with Prime Farmland (PF) analysis. The figure for PF provided by Lochner to NCDOT for option 1 (existing 109) was 179.23 acres of PF, however the DEIS provided by NCDOT shows PF of 230.13 ac, an increase of over 50 ac. Somewhere inside the NCDOT someone found an additional 50 ac. This number is false.

A road width of 100 ft on existing NC Hwy 109 would require the purchase of 40 additional feet of land resulting in acreage purchase of 42.26 ac rather than the 289.1 ac required for a 250 ft wide super highway between Thomasville and Winston Salem.

North Carolina has lost 14.5% of its prime farmland in the 15 years between 1982 – 1997.

Soil Classification – each recognized soil type receives a name and slope classification. A typical soil class will be as follows AaA. The Aa in the code for the name of the soil, in this case the name is Altavista Soil. The second upper case character indicates the slope. An A = 0 – 2 degrees slope, a B = 2 – 8 degrees slope. Only an A or B slope is considered Prime Farmland. NC DOT uses slopes of C, D & E classification as prime farmland this practice is misleading and incorrect.

I was told by the NCDOT (Derrick Weaver and Vince Rhea) that when they do their evaluation of Prime Farmland they include land that could “possibly” be Prime Farmland regardless of existing housing and pavement. The DOT also includes land in their analysis that they already own. There are Federal guidelines prohibiting this practice and the guidelines also stipulate a tract of land consisting of more than 10 acres that is developed shall not be considered Prime Farmland. The NCDOT uses these areas in their calculations and they should not.

I have conducted an exhaustive examination of the Prime Farmland in the 109 area and my results are:

Alt 1 NCDOT	Alt 1 ME	Alt 6 NCDOT	Alt 6 ME
230.13 ac	92.69 ac	124.98 ac	132.78 ac

You can clearly see how the NCDOT analysis process skews the data in their favor and misleads the public, federal and local agencies.

Farms affected by revised route of NC Hwy 109:

There are seventeen (17) working farms affected by option 6, the selected route of Hwy 109. Fourteen are located in Davidson County.

Width of road bed, this is an extravagant number. The existing expansion of 109 from outside Thomasville to Lexington Ave is 250' wide but only 25% of the land is used for paved surface. This is a waste of resources and land use. The excess land has to be maintained and this is an excessive expense. The section going through Davidson County and Forsyth County located in an urban area.

Selecting a 250' width also skews the data in favor of a new route rather than using an existing road. Most of Hwy 109 has 11 – 12' wide lanes and the NCDOT owns a 60' ROW for the entire length. The land NCDOT owns would allow a road with 5 12' wide lanes with only 20 – 30 feet of land to be purchased to make the width safer.

Accident data used in justification: NC DOT states NC 109 is the most dangerous road in NC and it has one of the highest accident rates in the state. NOT SO, NC 150 and Old US 52, two roads of truly similar traffic patterns have much higher rates than 109. NC 150 accident rates are 33% higher and Old US 52 rates are 40% higher. Gumtree Road, another local road has a lower accident rate but there have been six (6) fatalities in the past 5 years NC 109 has had one (1). See attached chart for details.

Accidents occurring on the already improved section of 109 at the intersection of Lexington Ave./ Old Greensboro Rd. and 109 are included in the analysis thus further skewing the data. This area is part of the previously improved section of 109 and should not be used in the analysis.

A 10 mph increase or decrease in speed over a ten mile distance results in slightly less than one minute saved or used.

The NCDOT has conducted a flawed analysis and this road needs to be defunded in favor of improvements to NC 109. Perhaps some of the money not used on this version of NC 109 could be used to improve the more dangerous roads in the area.





# NC 109 Comments

