Greensboro Urban Area 2030
Transportation Plan

Greensboro Urban Area
Long Range Transportation Plan Update
Greensboro Metropolitan Planning Organization

2nd Round of Public Involvement Summary

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and Associates, Inc.

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SUMMARY OVERVIEW

OVERVIEW

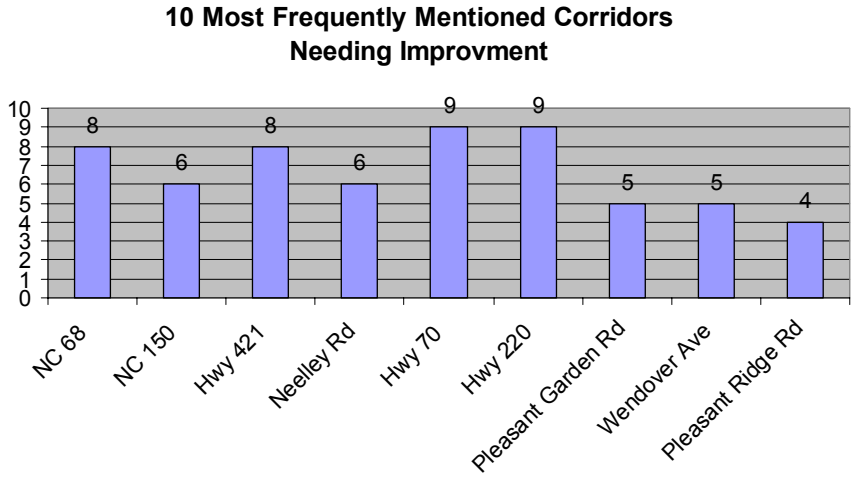
An extensive public outreach program has been a cornerstone of the 2030 Long Range Transportation Plan Update. This includes three rounds of public involvement activities. The first round involved a Community Influencer Meeting, four public workshops, and a statistically valid telephone survey of area residents. The second round involved four public workshops and interviews with local elected officials and the Triad Transportation Association. The third round involves four public workshops and a final public meeting to present the draft final plan.

The second round of public involvement took place generally between January and February 2004. This document records what activities were undertaken and provides a profile of key messages from the public and interviewees, a high level summary of input provided by each source, and the complete record of comments received during round two.

Certain trends and common concerns emerged from a review of round two comments. These are noted below, and include specific corridor issues, bicycle and pedestrian accommodations, funding sources, transit, and general transportation facility design comments. These results are based on comments that were primarily gathered during the small group discussions, interviews, and from the workshop questionnaire. As noted above, a summary of input gathered from each source (interviews, small groups, questionnaire, and other correspondence) is included in later sections of this report.

ROADWAY CORRIDOR ISSUES

A wide array of roadway corridor issues was noted during round two. These reflect not only the geographic distribution of the workshops and jurisdictions, but also a common concern among area stakeholders for major regional facilities. Approximately 82 comments related to improvements to specific roadway corridors were received, with more than 20 different corridors mentioned. The 10 most frequently mentioned corridors account for more than 70% of all corridor related comments. These 10 corridors are displayed on the adjacent chart with the overall frequency.



INTERPRETATION
When evaluating the results of this exercise, it becomes apparent that a number of comments have been directed at segments of corridors located outside of the Greensboro City limits — more specifically, in the immediate northern, southern, and eastern areas of the Guilford County. This is likely due to the geographic locations where workshops were held as well as new and anticipated growth in these sectors of the county.

Most of the comments were directly related to safety and operations. Often, participants mentioned that these corridors were congested locations, areas with unsafe conditions, or corridors which require alternative facilities to improve mobility. When asked what might improve these conditions, a variety of recommendations were offered. In general, these recommendations tend to fall into one of four categories:

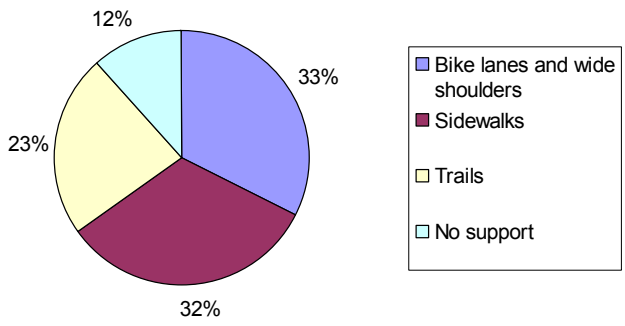
- Traffic Control (signalization, signing, pavement markings, ITS)
- Capacity Increases (road widening)
- Roadway Realignment (removal of blind curves or dangerous intersection geometry)
- Policy/Enforcement (speed limit reduction, traffic law enforcement)

Note: Comments related to accommodations for bicycles and pedestrians are accounted for later in this summary. A complete inventory of comments can be found in later sections of this report.

BICYCLE AND PEDESTRIAN ACCOMMODATIONS

The topic of bicycle and pedestrian accommodations was discussed both during the interview and small group activities. In addition, a number of emails were communicated to the project team regarding this topic. Approximately 110 comments were related to the provision of enhanced bicycle and pedestrian accommodations. The table on the next page lists the frequency of comments for the core topics while the pie chart represents this data by percent of total comments. Specifically, 36 of the comments offered support for wide outside shoulders and/or bike lanes.

Bike, Pedestrian and Trail Support



Core Topics	Frequency of Comment
Support for wide outside shoulders and bike lanes	36
The need for additional sidewalks and enhancements at roadway crossings	36
The desire for multi-use trails	26
No support for either bike or pedestrian accommodations	13

INTERPRETATION

In general, there was strong support for enhancing the overall bicycle and pedestrian related infrastructure in the region. This is consistent with round one results, and with other public involvement efforts of the MPO. Most notable is the desire for sidewalks and bicycle accommodations including bike lanes in the city and wide outside shoulders and trails in the county. Additional information about these opinions follows.

Bike Lanes and Wide Shoulders

The majority of comments supported the provision of enhanced bicycle accommodation in the form of wide outside shoulders along roadways or dedicated on-street bike lanes (33%). Careful examination of the source data reveals that when specifically discussing bike facilities, there is a preference for wide shoulders in the county and bike lanes in the city.

Pedestrian Accommodations

The general consensus of participants was that an inherent need exists for additional pedestrian accommodations (32%). Sidewalks were most frequently mentioned as well as improved intersection treatments for pedestrian crossings. Priority for the development of sidewalks was most frequently mentioned around pedestrian-related land uses including: schools, parks, neighborhoods, and commercial centers.

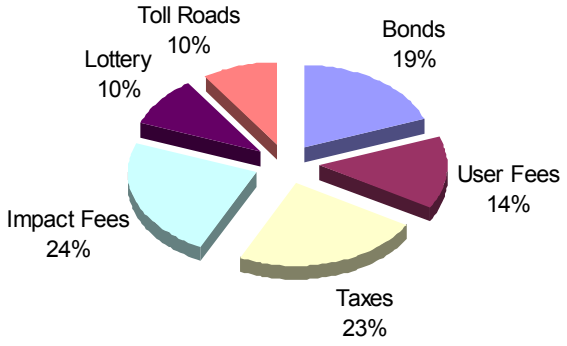
Trails

Multi-purpose trails were mentioned a number times and support for them represents 23% of the comments in this category. A strong desire was expressed for a well-integrated system of trails connecting destinations in both the city and county. Often connections to parks were cited. Parallel multi-use paths were mentioned as a preference in the outlying towns as an alternative to sidewalks or bike lanes.

Dissenting Opinion
While most of the participants found the provision of enhanced bicycle and pedestrian facilities a priority, a measurable number did not agree that these facilities were a priority. Representing 12% of total related comments, the source data revealed that these dissenting opinions tend to cite low density development, perceived lack of an overall public mandate, and the need for perceived higher priority improvements such as roadway widenings or improvements to traffic operations.

FUNDING SOURCES

Support for Transportation Funding Options



Funding sources were a topic for small group discussions, interviews, and the questionnaire. Small group and interview discussion comments related to toll roads, taxes (including sales taxes, gas taxes, etc.), bonds, user fees, and a range of other issues. A wide variety of comments were received. Some differences in opinions based on geography were evident. For example, many of the responses from participants outside the City of Greensboro were critical of using local bonds to support regional or even local projects, while bonds remained a popular response for many within Greensboro. Other creative options such as toll roads were supported by some participants and opposed by others. User fees, taxes, and development-related fees were all voiced as positive options by participants.

INTERPRETATION
It is difficult to discern overall themes regarding the funding of transportation projects. Please see the source material for more information. However, it can be said that taxes (primarily gas tax) remain a popular way of funding transportation, and that bonds remain an accepted form of funding in the City of Greensboro. Of the new funding sources cited, impact fees and other developer-related fees appear to represent an untapped source of revenue that had the support of commenting participants. 24% of all comments related to funding supported the use of this type of fee to finance future transportation investments.

While support for a number of funding alternatives were expressed, four comments specifically mentioned opposition to the use of toll roads and an equal

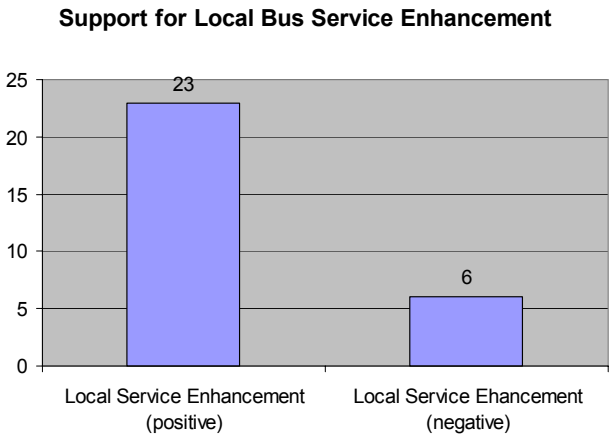
number against the use of bonds as an appropriate means of financing transportation projects.

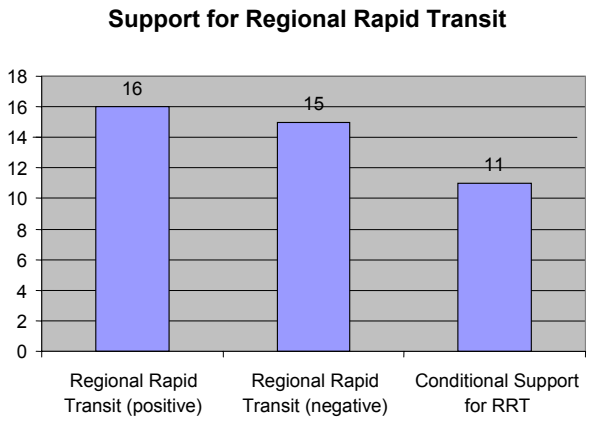
TRANSIT

The topic of transit included conversations regarding local public transit and regional rapid transit service. The challenges of improving transit were discussed both with elected officials and workshop small group participants. In total, more than 80 comments related to public transportation were collected. Support for enhancing the local bus service outweighed negative comments by a margin of nearly four to one.

Regional rapid transit alternatives received mixed support. Many comments were in direct response to the Piedmont Authority for Regional Transportation's plans for regional commuter rail service through the Triad. Many felt that this type of transportation alternative was important to the future of the Triad while nearly an equal number viewed it as too costly and ineffective to support at this time. Still others support the potential service with conditions, such as:

- Service will need to be expanded to suburban communities to gain support
- Service must demonstrate convenient headway times and stops at the right destinations
- An incentive (financial) is given to riders

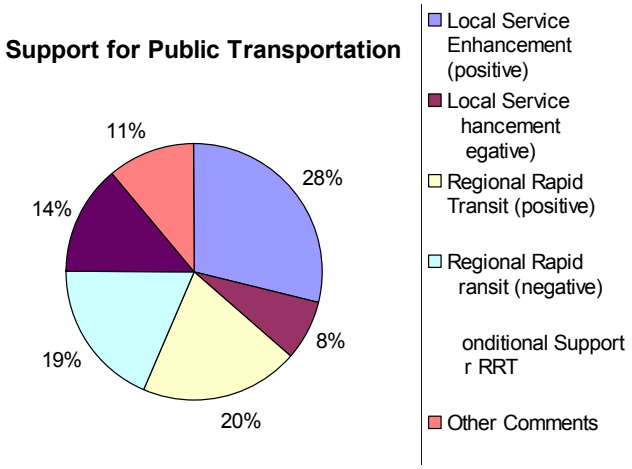




A number of participants suggested that regional rail will not be needed for several decades, and that its usefulness will depend on demand. Some participants brought up the idea of coordinating land use, even suggesting the need to develop areas around potential rail stops in a compact walkable, dense development pattern.

Many of the small group participants suggested the need to enhance transit service to entice additional ridership. The enhancements mentioned were relevant to both local and regional transit and included more connections to the outlying small towns, providing access to major destinations (e.g., the coliseum, malls, and the airport), providing park-and-ride and shelter facilities, and adding more frequent service.

INTERPRETATION
Review of the collected data suggests considerable interest in expanding the local bus service and public transit through improved facilities, advanced communication of routes and schedules, and expanded service area and frequency. However, the topic of regional rapid transit remains a divisive topic suggesting that enhanced public dialogue needs to occur for such services to become a reality. The adjacent chart summarizes levels of support for various aspects of public transportation.



GENERAL DESIGN ISSUES

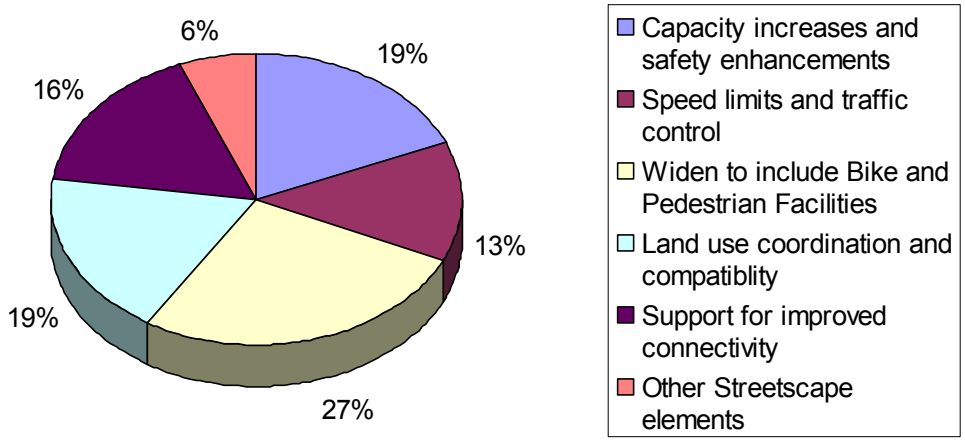
Comments related to transportation design were encountered in numerous discussions. Most notably, participants communicated design recommendations when asked about congested corridors, bicycle and pedestrian accommodations, and questions related to land use and connectivity. Nearly 100 design related comments were collected from the small groups, interviews, and workshop questionnaires. These general design related comments were separated from the specific corridor related comments that were referenced earlier in this summary.

INTERPRETATION
Speeding was identified a number of times by various participants, many of whom would like to see speed limits reduced through downtown areas (although Wendover Avenue was specifically named as a possible corridor to raise the speed limit). Also, several participants were interested in widening roads to improve safety and accommodate bicycle and pedestrian activities.

Land use was another topic for a few participants, some of whom questioned the need to continue development while other encouraged coordinating the land use plan with the comprehensive or transportation plans. Connectivity was sought by a few participants who were seeking additional travel routes, but some people

discouraged the use of existing neighborhood streets for connectivity or taking farmlands for roads. The table below lists the frequency of comments for each of the core topics while the pie chart represents this data by percent of total comments.

Design Related Comments



Core Topics	Frequency of Comment
Capacity increases and safety enhancements	18
Speed limits and traffic control device enhancements	13
Land use coordination and compatibility	26
Support for improved connectivity	16
Other streetscape elements	6

SOURCE SUMMARY

PUBLIC WORKSHOP SMALL GROUP COMMENTS

PUBLIC WORKSHOP SMALL GROUP COMMENTS

As a component of the public involvement for the Greensboro Urban Area Long Range Transportation Plan update (LRTP), a series of four public workshops were conducted. These meetings were held at the following locations:

- Greensboro City Hall – February 16, 2004
- Summerfield Elementary – February 18, 2004
- Pleasant Garden Elementary – February 19, 2004
- Madison Elementary – February 23, 2004

Within these public workshops, small groups were organized to give citizens a better opportunity to voice their opinions on various transportation-related topics. A summary of the topics addressed during each workshop is contained within this section, while a complete compilation of participant comments broken down by workshop and small group is contained in Section 1 (page 40). This section addresses general topics including bicycle and pedestrian accommodations, public transit, revenue sources, roadway improvements, and connectivity issues.

BICYCLE AND PEDESTRIAN ACCOMMODATIONS

Several participants commented that the current system is unsafe for biking and expressed a desire for bike routes — one small group asserted that it should be a priority to connect recreational riding areas. Specific places for bike lanes were mentioned, and two groups identified bridges as needing pedestrian and bike accommodations. Sidewalks also were identified as desirable to create a walkable area, particularly within one group that felt sidewalks were needed on at least one side of all major roads. However, another group countered that sidewalks were not a priority since traffic volumes were not high enough in neighborhoods.

<u>Greensboro City Hall Groups</u>

Aesthetics/ Amenities

- Gateways into downtown should recognize character, include plantings, and have pedestrian accommodations (sidewalks and greenways)
- The transit alternative should include shelters and sidewalks
- Bike racks on buses are effective

Bike Safety

- Right now it's not safe for bikes
- Bikers find it difficult to cross major roads (e.g., Lawndale, Battleground), and these roads need to be addressed
- Detect bikes at intersections
- Safe cities like Tucson use marked bike lanes

Route/ Facility Planning

- Bridges need bike lanes
- Need bike routes
- Develop a regional trail plan
- Priority to connect to recreational riding areas

Route/ Facility Planning

- Make exiting routes a priority for future improvements
- This area could make better use of existing highway space if we could accommodate bicycles (e.g., Westover Terrace, Friendly)
- In Nashville they have reallocated land space for bikes
- Do a regional bike plan, look at Winston-Salem GSO connection
- Should be a priority to create a walkable area
- Look at sidewalks as an element of public transportation; GTA is aware of that, it is a hot item

Ped Safety

- Lawndale at Pisgah Church is impossible to cross on foot, it needs to be improved
- Friendly and Green Valley is a very bad pedestrian crossing
- Sidewalks don't get cleared of snow, and this causes big problems

Summerfield Elementary Groups

Aesthetic Amenities

- Address handicap considerations
- Support voiced for bike, pedestrian, and mass transit
- Divided highway landscaping at expense of town is not practical
- Lighting is needed to improve safety

Bike Safety

- Trails are great but roads are more direct – traffic and speed now require bicycle lanes, just look at New Garden Road

Ped Safety

- Bridge across lake – make sidewalk on bridge to create loop to allow people to circle back
- Sidewalks are needed in NW Guilford as well – US 220 SW at Cotswald gets used quit a bit
- Continue sidewalk up to I-73 through NW area
- Need sidewalks on major roads – at least one side: Bunch Road – Wendover, Sandy Ridge, Market Street

Route/ Facility Planning

- Need cooperation between NCDOT, GDOT, and towns on bike and pedestrian planning
- Need more multi-purpose trails (paved) with connections to major routes
- Overall, add bike and pedestrian trails to new roadway projects
- Require bike lanes on new roads
- Add 4 feet to side of road on highways to accommodate pedestrians and bikes
- Transportation cycling is more important and should correspond to roadways
- Greenbelt – regional trail planning is needed; there need to be more in development ordinance
- Divided US 220 median – pedestrian and bicycle travel crossings to be defined
- How are they going to cross US 220 – go across narrow bridge across lake – to connect to GSO?
- US 220 median will frustrate pedestrian and bicycle crossings with too many houses and crossings

- Bike and pedestrian trails are needed in NW town areas; a lot of bike traffic is on US 150 Summerfield Road since it is perceived as one of the places you can bike safely
- Triad Park off Market is a logical destination to tie the communities together via trails and bike routes
- If we pursue green areas, add bike trails and park areas to tie together and make more attractive
- Summerfield developments have more or less been put them in place…last big development approved public trails

Pleasant Garden Elementary Groups

Aesthetics/ Amenities

- Bike lanes are needed at the following: Ritter's Lake, Davis Mill NC-62, and NC-22/Appomattox Road
- Bike groups use P.G. roads

Bike Safety

- Include bike lanes on both sides for roadway widenings and new roads
- Need bike trails to get bikes off of roadways for safety where appropriate (but keep them parallel to main roads to provide the same degree of convenience)
- Traffic from Randleman Road
- Bikers on Alamance Church Road are okay, but rural roads are dangerous

- Sidewalks are not a priority – traffic volumes not high enough in neighborhoods

Route/ Facility Planning

- Long range planning committee is doing a survey regarding community wants and needs – should be complete within the next four months
- Would like NCDOT to include bike lanes and wide shoulders
- At least a bike lane on arterial roadways
- Multi-use trails are more likely to be used.
- Would like a trail to the future YMCA
- Need connections to Hagan-Stone park

Madison Elementary Groups

Route Planning

- More trails are needed throughout the county
- Sidewalks are important near schools and in neighborhoods (on at least one side of the street)

Bike Safety

- Bike lanes in city
- Wide outside shoulders in county
- Maybe bike lanes near commercial centers
- Trails (multi-purpose)
- Need around Rock Creek business park

PUBLIC TRANSIT

Public transit, both local and regional, elicited a significant number of comments. Better distribution of information and coordination was suggested, as was the need to provide incentives for ridership and the challenges for overcoming the stigma associated with transit. Possibilities for routes were identified, as were infrastructure suggestions for park-and-ride lots, monorail and trolley cars, and land use and development.

Greensboro City Hall Groups

Communication

- Need to improve scheduling and the way we communicate the schedules
- Need convenient means to communicate – provide at the stop and use technology
- A Greensboro–Winston-Salem system will require intergovernmental cooperation
- Need to overcome stigma of transit

Incentives/Rider Perspectives

- Provide employee incentives
- Get feedback from riders
- Get elected officials to ride for 30 days
- Bring riders from smaller communities – maybe work service to and from small towns
- Need $ incentives for seniors to ride
- Bike racks on buses are effective
- Some incentives will be required to change land use – higher densities are themselves sometimes an incentive – is this a kind of economic incentive?

Routes/ Service

- Will the train go where we want to go? Actually, will the system get us there after we get off the train?
- Cross-town routes, shorter headways are needed
- Transit systems aren't predictable and convenient
- Reedy Fork area, 3,500+/- homes and other uses…how will it be served?
- The problem of divergent destinations requires an extensive route structure and system
- Transit between cities is important – more highway connections

Infrastructure and Demand

- The transit alternative should include shelters and sidewalks
- Trolley service
- Smaller buses // fit transit to the market it serves
- Rail bed up Battleground – could be public transit rather than future greenway trail
- Would prefer a monorail system built over existing highway
- There won't likely be a demand for regional transit for another 30-50 years
- Need to increase density to support rail – need supporting surface street service to support rail
- Public transportation should play a major part in area priorities – both needs and convenience
- Regional transit is essential for quality of life

Land Use a

- Look at park-n-ride lots – success at UNCG
- Train will be an alternative, a choice, but won't solve your highway problem – we must create supporting land uses (this will require political actions)
- Land use plans are only as good as the next zoning code
- I think we should stop development – get a common ownership so that cities and land can be kept separate
- Solid growth management is needed
- Coordinate with comprehensive plan
- Are we willing to change mindset about how we develop our land – extremely important to success of rail system

Summerfield Elementary Groups

Land Use and Development

- Should low-density development continue?
- Work toward more service in town so residents don't drive into Greensboro so much

Communicatior

- Need better coordination among schools, MPO, towns, and planning departments

Incentives/Rider Perspectives

- Improving transit is a priority, but there are challenges to getting people to use it
- Very much supportive of alternatives focus – highway focus would move in wrong direction

Routes/ Service

- Time is everyone's big thing: central hub has downtown delays, set up alternative hubs
- Service must access major destinations, malls, coliseum, convention centers; go where the people are, also specifically the furniture market and airport
- The airport taxi service is/has been weak
- Linking cities with transit would lead to longer work trips

Infrastructure and Demand

- Couldn't median on Hwy 220 allow future light rail?
- Transit park-and-ride lots: US 220, Church Street, Scalesville Road may be good spots
- Long term, it looks like we need to move toward rail – the population will continue to grow, as will road congestion. Rail won't get caught in congestion, is more dependable.
- PART rail system would be better than BRT, and more dependable
- Transit impacts Greensboro, not really the towns

Pleasant Garden Elementary Groups

Incentives/Rider Perspectives
- Needs driven – requires greater density
- Need to produce access to public transportation – bus, park-and-ride
- Need to study who the potential riders may be, what is the demand
- Park-and-ride might work

Infrastructure and Demand
- Supports furniture market, golf tournaments/sports events
- Provide improved access to the airport
- Pleasant Garden may be interested in access to rapid transit

Madison Elementary Groups

Incentives
- Improved commuter rail to Burlington will take pressure off Hwy 70
- Is an important part of Triad future
- Good for economic recruitment
- Would provide a choice

Infrastructure and Demand
- Travel time isn't competitive due to frequency of stops when compared to driving
- BRT may be more labor efficient but not as widely accepted by citizens
- Need to encourage intercity growth and clusters/nodes/activity centers to support ridership
- Need more frequent bus service
- Bus stops need enhancement (benches, shelters, sidewalks, information about schedules)
- Need parking (park-and-ride lots)

REVENUE SOURCES

Strong feelings were expressed by several participants concerning potential sources of funding for future transportation projects. Opinions were widespread dependant upon the location and type of transportation project. For example, many of the responses from participants outside the City of Greensboro were critical of using local bonds to support regional or even local projects, while bonds remained a popular response for many within Greensboro. Other creative options such as toll roads were supported by some participants and opposed by others. User fees, taxes, and development-related fees were all voiced as positive options by participants.

Greensboro City Hall Groups

Bond Issues
- Avoid misuse of bond funds
- You can consider bonds, but the problem is follow-through/schedule and reallocation of funds
- Bonds may be a good option when the economy improves

User Fees
- Consider user fees

Taxes
- Consider tax on SUVs
- Gas tax should be more flexible with uses

Developer Fees
- Penalize those that aren't consistent with the plan
- Close existing non-use/underutilized R.O.W./ sell it to raise revenue
- Seek support during development review process

Summerfield Elementary Groups

Toll
- Consider toll roads
- Need to consider toll roads
- Totally against toll roads in this area
- NC toll roads would be counterproductive

Taxes
- Increase gas tax
- Sales taxes – voters should decide if particular large projects should move forward – i.e., like a board vote
- A sales tax would be regressive – unfair impact
- I'd rather see a sales tax than property tax because you capture visitor's money

- No bonds for local improvements – not fairly allocated

Developer Fees
- Shift burden to developers; need multiple access points to main roads from residential developments
- Need to plan for induced travel demand; burden should be on the developers
- Charge development if it goes directly to road system

User
- A user tax to bikes – bike use tax could work – like applying disposal fee
- See W. VA example permit fees

Miscell Sugge
- Stop Governor from depleting Highway Trust Fund (HTF)
- Use lottery money
- Use a lottery system for transportation
- Get costs covered by roadway projects to include bike lanes
- New funding sources for cycles and pedestrians must be aggressively pursued
- Impact fees – perhaps even on state level
- Towns take over roads?

Pleasant Garden Elementary Groups

Toll Roads
- No toll roads unless a reduction in gas tax is also enacted

Miscellaneous Suggestions
- No need for town to take over transportation responsibility.
- No maintenance responsibility

Tax/Bond Issues
- Not likely to support increased tax or bonds for transportation
- County tax dist. has top priority
- The aesthetics of area roadways can be a barrier or benefit to the local tax base

Madison Elementary Group

Toll Roads
- No toll roads

Developer Fees
- Developer should self-fund needed improvements (impact fees)
- 8,000 D/U planned for Rock Creek area

Mis Suggestions
- Take money from Highway trust fund and use to increase maintenance of roads

ROADWAY IMPROVEMENTS/CONNECTIVITY ISSUES

Most roadway improvement comments dealt with specific sites, yet a few sites — including NC 68, US 29, I-85, US 220, US 421, Ritter's Lake, Neelley Road, NC 61, and US 70 — were identified as problem spots by several participants. Other issues included traffic calming, the desire for revised wayfinding signage, and the desire to have trucks avoid driving in downtown areas. Connectivity policies were also discussed primarily as a positive strategy.

Greensboro City Hall Groups

Traffic Calming
- People like cul-de-sacs
- Could use traffic calming speed humps – roundabouts at intersections

Neighborhood Connectivity
- Consider a connectivity policy for new subdivisions
- Need more connections to tie together the network
- Don't ban cul-de-sacs – but limit the number if possible
- Some support to local street connections because connectivity shortens distances for alternative routes

Regional Connectivity
- Surprised that highways didn't solve more of the problem
  - Strategic corridors are important
  - GSO to Winston-Salem
  - GSO to Raleigh
- Existing rural route not designed for moving traffic between cities
- Transit between cities is important – more highway connections are needed
- Inter-city connections have been stressed but not connections between cities

Wayfinding
- Need to revise wayfinding and directions – will change due to the urban loop
- Wayfinding and directional signage from airport to GSO

Specific Roadway Issues

- Reedy Fork Creek (near Summit Avenue)
- Pleasant Ridge Road should be grade separated
- Painter Boulevard (north section)
- Need limited access from GSO to High Point – something other than NC68
- NC 68 (fix the interchange at I-40)
- Improved interchanges at grade separations – NC 68/I-40 interchange upgrade also grade separations with rail
- Old Oak Ridge options
- Prefer Johnson Street corridor or // corridor
- Gap in Johnson Street ext. to Bryan Boulevard ext.
- US 29 needs upgrades – correct I-40 interchange also north of McKnight Mill Road
- Need more than one option from Rockingham County to southwest side of town other than US 29
- US 29 improvements at I-85 at death valley
- English should be connected to I-85 to the north to I-785
- No direct route from northwest GSO to I-85 S and High Point
- Airport area needs additional roadways and capacity
- Southwest Greensboro has gaps that need to be filled — Ex. Bridford Parkway over I-40
- Don't pursue I-73 and I-74

US 29

Summerfield Elementary Groups

Arterials/ Alternatives/ Development Issues

- If arterials are getting so bad, why not focus on improving those?
- Highway focus provides the biggest bang for the money – but what can we do for arterials?
- Very much supportive of alternatives focus; highway focus would move in wrong direction
- Overdue comprehensive plan is full of transportation problems – sprawl fuels travel growth
- More mixed-use developments are needed

Neighborhood/ Downtown Issues

- I-40/NC 68 connector would go through my yard – it needs a buffer. It won't help neighborhoods. What can we do to connect neighborhoods? If we pursue green areas, add bike trails, park areas to tie together and make more attractive
- Truck traffic is giving towns a beating – they're taking cut-throughs that are too narrow and won't accommodate dump trucks and trailers
- Establish truck routes to spare historic district – some intersection improvements are needed

Specific Roadway Issues

- Pleasant Ridge Road – upgrade like NC 68 type design
- Sandy Ridge Road (interchange) at 40 needs improvement
- Synch signals on Battleground and Wendover
- Flashing yellow during night cycles
- Red light cameras – superfluous
- Realignment of US 150 through Summerfield would help historic district – relieve Rockingham County commuter traffic through town – they also go to airport area through Summerfield Road/Pleasant Ridge US 220 connector will help
- US 220 improvement needed in Summerfield
- NC 38/US 220 connector – originally hated, but needed eventually
- US 220 widening is proposed as divided through Summerfield – this hampers connection in town – look at a center turn lane. U-turns will be awkward. Summerfield Road will be impacted.
- Divided US 220 median – pedestrian and bicycle travel crossings to be defined.
- Painter Blvd will help out Hwy 220 given right access

US 220

Pleasant Garden Elementary Groups

Specific Roadway Issues

- Stop taking farm land for roads
- YMCA to be located in middle of town – needs improved access
- Stay away from existing neighborhoods – find least impacting location
- Improve all rail crossings, grade is difficult
- Roads aren't good enough for speeding
- What is rationale for project #55 on Highway Focus Scenario? Is it really needed? P-G residents don't see need for it.
- Need to revise project description for R-2612 to reflect "grade separation" not "interchange"
- Need to improve interchange of Ritters Lake and Pleasant Garden Road – side street has a problem
- Consider interchange/grade separation at Ritter's Lake
- End of E. Ritter's Lake and Alliance Church Road

Ritter's Lake

- NC-22 at 421
- Concerned at impact of US Hwy 421 interchange on neighborhood
- Projects want: Revised Interchange at 421, don't like existing interchange plan at for Hwy 421 at Neelley Road)
- Move interchange with Hwy 421 to south of Neelley and make Neelley a gateway
- Neelley/Woody Mill
- North/South Connector
- Spring/Edgeworth

US 421/ Neelley

Madison Elementary Groups

Specific Roadway Issues

- US 421
  - Impact to area around 421 – will it impact Church or surrounding properties
  - May need an interchange – Harmont Street – int. with 421
  - US 421— special events are problem, and access along the corridor needs to be controlled
- NC 61
  - Consider Rock Creek connection to NC 61
- US 70
  - Burlington/St. Marks development will have an impact – US 70/61 new park
  - Would like to see loop stop at Hwy 70
  - Widen US 70 to Burlington
- Concerned about loop roads
- McLeansville Road — new development will create a need
- East Wendover Avenue corridor needs improvement and multiple grade separations
- Extend and improve dirt section of McConnell (Herrin Road terminus)
- Mill Point/Mill Stream need to be resurfaced

Land Use

- Transportation infrastructure but land use needs to support growth
- Farmland consumption is a concern
- Need to integrate transportation and land use plans
- Need services in East Greensboro
- Need parks/other services

SOURCE SUMMARY

PUBLIC WORKSHOP QUESTIONNAIRE SUMMARY

PUBLIC WORKSHOP QUESTIONNAIRE SUMMARY

As part of the public workshops, participants were asked to fill out a questionnaire addressing specific local transportation issues. An overview of the topics addressed in the questionnaires is contained within this section, while a complete compilation of participant comments is included in Section 1 (page 56). The brief summary of general topics includes the reaction to the public workshop and additional transportation needs.

PUBLIC WORKSHOP REACTION

Several participants expressed appreciation for the opportunity to provide input, and felt that the workshop was informative. A few participants, primarily in the Pleasant Garden area, made comments regarding the need for additional details.

Positive Input

- I am glad to see that the general public is invited to these workshops in order to provide input
- I enjoyed the sharing of information and the ability to participate
- I appreciate being asked for citizen input
- Well organized for meaningful citizen input
- Comprehensive
- Encouraging
- Good information
- Thorough presentation
- Sounds to me that we are doing a great job in planning for future growth
- Very good, the Highway Intensive plan seems to give a lot of bang for the buck

Plan Suggestions

- Should target public transportation as a part of the solution
- Need a blend of solutions – need to grow understanding of complex interactions between travel and land use patterns

Wanted More Specific Information

- Not specific enough
- Overall, the plans are still very general. I wish the committees and communities would work together more comprehensively to get plans that work for all involved.
- Very general – not especially helpful
- Good – but ideas too general
- The plan covered too many years. Does not consider projects that are already approved. Best investment for improving our economy would be completion of the urban loop (Painter Boulevard).
- Would have liked more information and discussion on localized projects in our area

Plea Gar Iss

- Take the comments from Pleasant Garden residents seriously. We have done our homework and know the territory.
- There are some very good ideas that have been identified by Pleasant Garden residents (in our small group). These ideas could even save us money. I believe it would serve you well to take them into account when making decisions.
- Much of the information was too technical for most people to understand, plus we did not always get answers to questions that concerned us in Pleasant Garden
- Should have included more specific information on projects in the Pleasant Garden area

ADDITIONAL TRANSPORTATION ISSUES

Participants were asked to identify any additional transportation issues not covered in the small group workshop. Many of the responses were site specific; however, the Neelley Road project elicited a few comments, as did the topics of rail and transit service. One comment even identified the need for citizens to be included on TAC and TCC boards.

Neelley Road

- Intersection of Neelley Road and Hwy 421 (want planned interchange relocated)
- Would like to have heard actual safety numbers on Neelley/Woody Mill projects. Does the accident history really warrant the interchange project?

Rail and Transit Issues

- Should consider raising speed limits where roads can accommodate — i.e., Wendover Ave 55 mph
- Signal interconnection/coordination
- Builders and developers need to adhere to safety/road measures and work with the MPO in a coordinated approach to development
- Promote walking
- An in-depth analysis of rail needs and expense
- Railroad and bus service are important but need improvement
- Need improved North/South route other than Hwy 421
- I feel that more attention should be paid to environmental impact studies (wetlands, etc.)
- I have mentioned at both meetings upgrading Pleasant Ridge Road from Summerfield to the airport. This is being used as a key major thoroughfare in the absence of the connector and needs upgrading to accommodate the immense amount of traffic.
- Protect neighborhood concepts
- Include citizens on TAC and TCC boards

SOURCE SUMMARY

TRANSPORTATION CONTINUUM EXERCISE

TRANSPORTATION CONTINUUM EXERCISE

In an effort to better understand opinions, priorities, and strategies related to transportation investment options, the project team used a combination of methods to document overall opinions. During the second round workshops, materials related to illustrative investment strategies were presented. Three strategies were described as follows: maintain existing priorities and funding (existing and committed network), focus on maximizing transit options over continued highway investment (Alternatives Focus), and continued focus on highway expansion with little expansion of investments in alternate modes (Highway Option).

These three strategies were intended to represent extreme choices. Feedback about these options were made clear when participants where asked what they liked and disliked about each scenario. Nearly all participants agreed that some balance or combination of strategies was important.

In addition, two other mechanisms were used to ascertain opinions about investment strategies, and which direction they were on a transportation continuum (with Highway Focus and Alternative Focus on the polar ends).

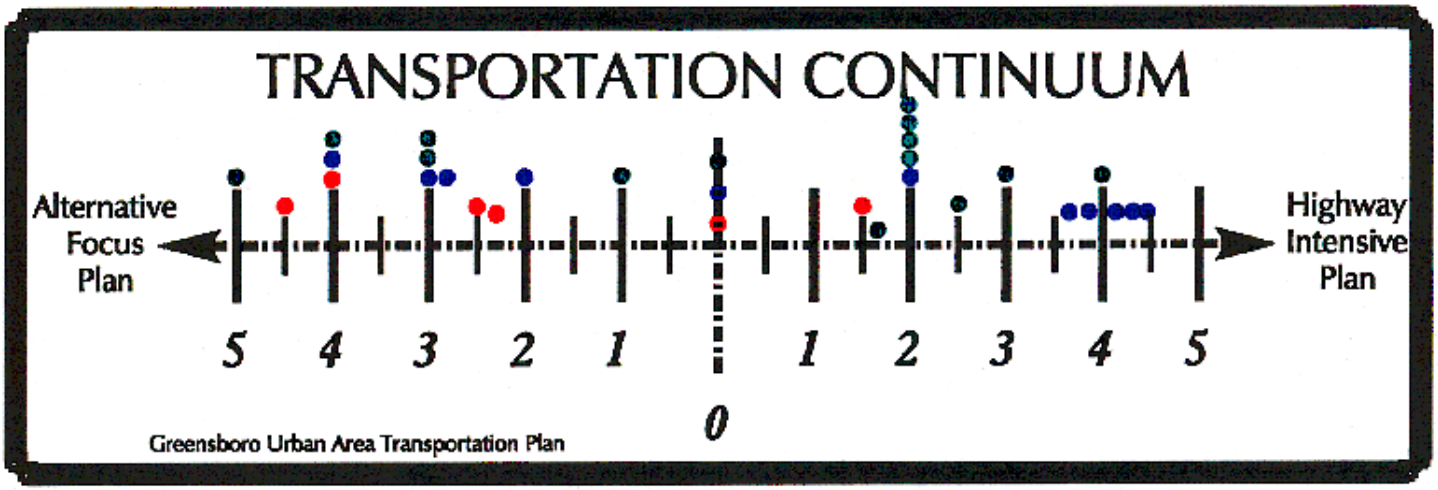
The first was question 5 on the workshop questionnaire which read as follows:

"Imagine for a moment that you have been given complete authority to decide exactly how all transportation funding in the Greensboro Area should be spent. *How would you distribute the limited amount of funds among a wide range of competing needs? Now suppose your total annual transportation budget is $100.00. Using the transportation spending categories below, divide this $100.00 in the way that seems best to you. The only restriction is that the total must add up to $100.00!"*

The second was a poster where participants were asked to place a voting dot on the continuum at a point that best represented their perspective on the direction the plan should be headed. The results of these two exercises clearly communicate an overall desire for a balanced approach to the plan. The results are depicted on the page that follows.

Question #5 Results:

Category		Group Responses
	Current	Mean
Build new roads	45%	**31%**
Widen existing roads	20%	**24%**
Public transit service	10%	**11%**
Pedestrian facilities	2%	**5%**
Bicycle & trail facilities	2%	**4%**
Maintenance & safety	20%	**18%**
Technological improvements	1%	**6%**



Meeting 1 - 6
Meeting 2 - 11
Meeting 3 - 14

SOURCE SUMMARY

ROUND 2 INTERVIEWS

ELECTED OFFICIAL INTERVIEWS

As a component of the public involvement strategy for the Greensboro Urban Area Long Range Transportation Plan update (LRTP) a series of interviews were conducted. An effort was made to interview the mayors of each of the six incorporated municipalities within the study area as well as the chairman of the Guilford County Commissioners. A final interview was conducted with representatives from the Triad Transportation Association (TTA) in an effort to understand the priorities and concerns of the local freight industry. A complete compilation of each interview is included in Section 2 (page 70). A brief summary of general topics addressed by all participants including congestion, safety, bicycle and pedestrian accommodations, regional public transit, MPO representation, and NCDOT relationship has been provided.

CONGESTION

Most participants responded that overall congestion levels were acceptable but they expect it to worsen over time. A number of specific locations and corridors were identified by participants. The most frequent facilities mentioned include: US Hwy 220 and 421, NC Hwy 68, Neelley Road, and US Hwy 70. A number of local corridors were also listed by participants. The following represents frequently mentioned corridors grouped by comment origin.

<u>Summerfield</u>

US 220

- US Hwy 220 and NC 150 intersection
- Strawberry Road to Horse Pen Creek Road
- Lake Brandt Road
- Pleasant Ridge Road at Lewiston Road

<u>Pleasant Garden</u>

US 421

- US Hwy 421 corridor …backs up due to signalized intersections south of the interchange with I-85
- US Hwy 421 and Pleasant Garden Road
- Pleasant Garden Road …there is quite a bit of delay at the intersection with US Hwy 421

Neelley Road

- Pleasant Garden Road and Neelley Road around Pleasant Garden Elementary School
- Neelley Road intersection with Alliance Church Road

<u>Guilford County</u>

- Congestion can be horrible within the area especially during the peak periods along Greensboro's Major Thoroughfares

US 220

- Battleground Avenue
- Wendover Avenue
- E. Market Street

Stokesdale

NC 68
- NC 68

US 220
- US Hwy 220

Oak Ridge

NC 68
- NC 68

Sedalia

Hwy 70
- Hwy 70 (Burlington Road)

TTA

- I-40
- Wendover Avenue
- US 29

US 220
- US 220

NC 68
- NC 68

SAFETY

Most participants felt that overall safety was good. They primarily sited speeding, geometric conditions, and visibility problems as the main sources of safety problems. Widening and speed control were often sited as possible enhancements to improve safety. A number of specific spot safety locations or segments of corridors were noted. The following represents frequent or significant comments grouped by comment origin.

Greensboro

- GSO has a great safety record when compared with other places
- Speeding is our biggest problem
- Need to get bike/peds in a safe place…this should be a priority
- We should consider the elimination of on-street parking in locations where it's rarely used so that bike/ped enhancements can be made of the area intended for parking
- Neighborhood traffic calming program should be expanded

Summerfield

US 220
- Hwy 220 – the two lane section is deficient and very unsafe
- Witty Road @ Lake Brandt Road at the creek has steep slopes and curves that could be improved

NC 15
- NC Hwy 150 curve/NC 150 intersection at the new connector location should be re-aligned
- Bike lanes along NC Hwy 150 would improve safety for bicyclist
- The "S" curve on NC 150 east of Lake Brandt should be eliminated

Pleasant Garden

Neelley Road
- Alliance Church Road at Neelley Road

- Neelley Road at US Hwy 421 has a visibility problem for motorist attempting a northbound left turn from Neelley Road to US Hwy 421
- Pleasant Garden Road at Neelley Road in the vicinity of the elementary school, enhancements need to be made to the pedestrian crossing
- Spur Road and Alliance Church Road both have sharp turns and hills where accidents occur
- Shoulders should be added to state routes to improve safety (Widening)
- Need to enhance lighting on state route at trouble spots
- Both NC 62 and Davis Mills Road have bridges that are in need of replacement, very narrow crossings (both bridges have been identified for replacement by NCDOT)

Guilford County

- Most roads in the county need to be widened to include a shoulder, some require straightening or some kind of realignment (Widening)
- McConnell Road
- Speeding continues to be a problem in rural areas as well as neighborhoods (Speed)
- Road widening may improve safety, but many county residents want to preserve the rural character (Widening)

Stokesdale

- Roadway construction has had an impact of safety: need to slow down traffic through construction zones (Speed)
- The speed limit on Hwy 158 should be reduced throughout the town limits from 50 to 35 mph (45 maximum) (Speed)
- NC 68 north of PTIA most dangerous sections of road in the area (NC 68)
- Turn lanes are needed at the intersection of NC 68 and Hwy 150 (NC 68)

Oak Ridge

- NC 68 (NC 68)
- Entering and exiting around the Old Mill site needs to be addressed
- Speed limits should be reduced to 45 mph max through the city limits and 35 in some locations (Speed)
- Traffic signals are needed to improve side street safety at the following locations:
  - Bunch Road @ NC 50
  - E. Harrow @ River Oaks
  - Alcorn Road @ Pleasant Ridge Road (new elementary going in)

Sedalia

- Burlington Road
- The state needs to reevaluate the use of passing zones (many residents dislike) (Speed)
- The speed limit throughout the town should be reduced to 35 mph to improve safety (Speed)

BICYCLE AND PEDESTRIAN ACCOMODATION

Within incorporated areas of the county (outside of Greensboro), many towns identified a desire for some form of pedestrian and bicycle accommodations. However, there was no consensus on the form that these accommodations take. Few small towns expressed a desire or priority for sidewalks. Instead, most recommended a series of multi-use paths as an alternative. However, there are some locations where sidewalks and bike lanes have been identified as appropriate. Within the City of Greensboro sidewalks and bike lanes appear to be a priority. Listed below is a selection of comments grouped by comment origin that represent recurring themes.

Greensboro

For Bike Lanes

- Need to get bike/peds in a safe place…this should be a priority
- Should consider placing bike lanes in existing neighborhoods with wide streets
- Believes that the presence of bike lanes will increase driver awareness of the need to share the road which will slow traffic making it more comfortable for cyclist
- Doesn't want to see bikes on sidewalks, but understands that in most locations they don't have another safe alternative
- We need a strategy for identifying appropriate locations for bike lanes and a strategy to implement

Summerfield

- Would like to see equestrian trails throughout the community and northwest part of the county

For Bike Lanes

- Bike lanes along NC Hwy 150 would improve safety for the bicyclist
- Would like to see bike lanes or wide outside shoulders on state routes to accommodate cyclist
- Rail to trail on existing rail bed to Stokesdale will require an underpass at Hwy 220

For Sidewalks

- Connections should be identified for greenways, bike trails, and equestrian trails to the planned state park
- Need sidewalks in the downtown Summerfield area
- Local plan identifies the need for sidewalks in the downtown and includes provisions for requiring them when development occurs (in the downtown)

Pleasant Garden

- No pedestrian or bicycle facilities currently in Pleasant Garden
- It is a moderate priority of the community
- Current generation isn't interested in bike/ped accommodation but we need to plan for the next generation

For Sidewalks

- Pleasant Garden Road at Neelley Road in the vicinity of the elementary school, enhancements need to be made to the pedestrian crossing
- Envisions a limited network of sidewalks (primarily in their downtown core) and a series of greenways throughout the community with links to places of activity (i.e., schools, park, YMCA, and downtown)

Stokesdale

No Demand for Ped/Bike

- No pedestrian or bicycle facilities in town
- No demand from general public given the low density and separation of land uses

For Multi-Use

- Interested in rail to trail program that will pass through Stokesdale from Walnut Cove to the north and travel south through the Town of Summerfield
- A series of multi-use paths is a more likely candidate to connect the community

Oak Ridge

For Greenways

- They have a local ordinance requiring them in the historic district
- Would prefer to see walking trails or greenways rather than sidewalks

Minimal Demand for Sidewalks

- There aren't any sidewalks in the current town limits
- NC 150 is the only place where there is a strong demand for a sidewalk
- The public has not mentioned sidewalks as a priority

Sedalia

No Demand for Ped/Bike

- The Mayor noted that there are no pedestrian or bicycle facilities in town
- Not a strong demand/desire
- Sidewalks and bicycle lanes are an extremely low priority

REGIONAL RAPID TRANSIT

The topic of regional rapid transit is most notably characterized by many of the participants (except Greensboro) as a transportation enhancement that will not likely have an impact on their communities. Nonetheless, some of the small towns surrounding Greensboro identify PART's work as an important contribution to the region's future. While some identify that this service may play an important role in keeping the Triad a competitive market, few believe that their residents will directly benefit. Therefore, they are skeptical about the willingness of their constituents to financially support the implementation and operation of regional transit. Nearly all expressed that rail was the preferred alternative over BRT service and still others identified monorail as the preferred technology.

MPO REPRESENTATION

While the interview script did not specifically question the current organizational structure of the MPO, nearly all of the towns outside of Greensboro expressed a need for improved representation. A number of participants expressed that

Guilford County representation is not an adequate substitute now that the towns have incorporated. They likewise point out at that most of the county commissioners live within the city limits of Greensboro and may not be the strongest advocates to represent the interest of the towns.

While the Mayor of Greensboro did not support the notion that the towns should be permitted a voting seat on the TAC, he did suggest that improved outreach and participation on the TCC may be appropriate and attendance and participation during the regular TAC meetings is always welcomed. It is important to note that none of the newly incorporated towns have taken on maintenance responsibility for any streets within their jurisdiction. All of the streets within their municipal boundaries are maintained by the NCDOT.

NCDOT RELATIONSHIP

Many of the mayors characterized their relationship with NCDOT as good and expressed that they have developed working relationships with current Division 7 personnel. However, many of them did cite the need for improved communication between the department and the towns. More than one mayor expressed that their citizens expect them to know everything that is going on within their town limits, including NCDOT projects (i.e., maintenance, intersections improvements, and roadway projects). While they all understand that much of this information is available on the NCDOT webpage, they expressed that as a matter of courtesy, the towns should be informed in advance and invited into the decision making process. Some suggestions were offered including:

- Written notification in letter form
- Regular NCDOT newsletter
- Quarterly meetings with town staff
- Require input and endorsement of action from towns prior to initiating project work

SOURCE SUMMARY

EMAIL & CORRESPONDENCE SUMMARY

EMAIL COMMENTS SUMMARY

As a component of the public involvement for the Greensboro Urban Area Long Range Transportation Plan update (LRTP), a website was established and community groups were contacted to garner further public input. Through the website and other community organizations, a number of email messages were sent to the project team. An overview of the various topics addressed by these messages is contained within this section, while a complete compilation of participant comments is included in Section 2 (page 101).

BICYCLE ISSUES

Most of the email messages requested some type of consideration for bicycle lanes, trails, or access. The email authors identified benefits including safety as well as environmental and health benefits.

Strawberry Road

- I would like to suggest a bike trail/lane along Strawberry Road. This would give the many communities such as Hillsdale Lakes, Polo Farms, Polo Trails, Lochmere and Stable Ridge a safe option to riding the shoulders of Strawberry Road to reach the trail head.

General Access

- I don't know how there can be a connection between the ball park, the new downtown park and the museum - but we need to provide walking and transportation and bicycle access

Safety, Health, Environmental Benefits

- I'm definitely behind a new biking priority in Greensboro...
- The LRTP is the best opportunity to make a difference and provide safer as well as more environmentally friendly transportation in Greensboro…many Greensboro residents feel strongly about this issue, and that not having bike lanes is a problem.
- I am very much in favor of bike lanes being added to Greensboro's landscape…As a younger generation comes along who is interested in helping keep the cars from choking the roadways and the cars from polluting the atmosphere that their kids will breath, I think we need to be forward looking and make sure that they have safe places to bike.
- I am writing to propose a program to add bike lanes to some of our busier surface streets...I believe that Greensboro has a large bike-riding population that would be willing to commute to work or play at least a few times a week. If this is true, then the only obstacle stopping them is a safe route to travel…Some benefits include:
    1. Improved air quality, significant decrease in automobile emissions
    2. Encourage riding for the health of the citizenry
    3. Retention of federal transportation dollars because of air quality compliance
    4. Safer travel for bicyclists and motorist alike
    5. Happier motorists that do not have to risk liability for hitting cyclists
    6. Happier cyclists that do not fear being hit by cars
    7. Well-maintained roads paid for with federal support
    8. Proactive measures to increase our citizens' quality of life
    9. Progressive program that will improve our city for years to come

TRANSIT, PARKING, AND TOURISM ISSUES

A few of the email messages concerned transit issues, as well as plans for parking and tourism.

Tra

- I would like to see our bus system made more user friendly. When I decide to ride a bus, I have to stand in weeds or wet grass to wait for the bus. There is no covered area to protect from the elements nor a seat on which to wait. I am particularly concerned about the area around Wal-mart where there seems to be a need for bus transportation, but not a safe place for waiting or sidewalks to get to the bus area. Also look at Battleground near the new CVS and Lowes. One really has to be dedicated or desparate to risk getting to the bus areas. (No "walk" lights to allow a person to cross that jungle of an intersection!)

To Needs

- I would like to mention the need to tie in transportation planning for the new Civil Rights Museum in Downtown Greensboro. I don't know how there can be a connection between the ball park, the new downtown park and the museum — but we need to provide walking and transportation and bicycle access — and we need parking for tour busses and visitors.
- I think we need a Cone Mills museum, too. A textile museum that would show the history and manufacturing process — and innovations in those processes — would be a great tourist attraction.
- We have the water park as an attraction in the summer and we need to add enough other attractions to make Greensboro a full-day or a full week tourist attractive community.
- We need to provide transportation planning for the parking of motor homes for tourists and provide such things as dumping stations. A tie in between colleges and universities and museums and athletic and recreational facilities will make us a "seniors friendly" tourist attraction. But we need a place to park all those big coaches and then shuttles or golf carts or bicycles, etc., (and safe paths and trails) to get them to and from tourist sites and other facilities of interest.

SEDALIA TOWN COUNCIL MEETING EMAIL

Following a presentation to the Sedalia Town Council, an email summary was provided. The full text of that email is included at the end of Section 2 (page 111). Specific issues for the Town Council included Hwy 70 as well as lack of communication with NCDOT regarding the pavement of several local roads and speed issues.

Hwy 70

- Hwy 70 from Wendover Avenue east to the county line needs to be widened ASAP. There has been a lot of development that is approved (including Brightwood) that will have a profound impact on traffic. This should be a high priority.
- Multiple comments about the need to widen Hwy 70.
- We understand that when Hwy 70 is widened it will likely need to be relocated around the historic section of Sedalia…where will it go?
- Sidewalks and safe crossing areas are needed along Hwy 70
- Bethel Church Road and Hwy 70 both need the speed limit reduced; Sedalia has petitioned NCDOT but has not been successful

Unpaved Roads

- The understanding was that all secondary roads would be paved in Guilford County, yet a number of roads in and around Sedalia still need to be paved. This should be a priority. We have asked NCDOT numerous times, but have not been successful. (The issue of paving dirt roads was mentioned 3 times in the course of the question-and-answer session.)
- Boone Valley Road should be paved in association with Brightwood Subdivision project.

COMPLETE SOURCE COMMENTS

COMPLETE SOURCE DATA

SECTION 1:
Small Group Meetings
Questionnaire
Continuum Exercise

SECTION 1: SMALL GROUP MEETINGS

Questions for Small Groups

1) What is your reaction to the alternative focus and highway focus scenarios discussed in the presentation?
   a) Do you have any other comments about what you heard in the presentation?

2) Lead in with general reference to presentation… Are there any roadway projects or corridor improvement needs that you consider important for the future?
   a) Corridors most in need of improvements?
   b) Gaps in the roadway network?
   c) Projects that you do not think should be pursued?
   d) Would you support a collector street plan to create connections between major roadways?
   e) Should local governments aggressively require more local street connectivity? Any concerns on this issue?

3) Lead in with general reference to future transit upgrade plans as part of developing a balanced scenario… Do you think public transportation should be a future priority? Why or why not?
   a) What public transportation improvements do you think should or should not be included in the plan and pursued for implementation in the future?
   b) In what areas would you most like to see new service added?
   c) Do you think that the PART rail service between Winston Salem and Greensboro is needed? What about service to High Point?
   d) What is your reaction to the GTA long range service expansion proposal?

4) What pedestrian, bicycle, and trail improvements are needed?
   a) Any corridors in particular?
   b) Is any one type of facility more important (sidewalks, shoulders/wide lanes for bikes, bike lanes?)
   c) Any new trail routes that you think will or could be important?
   d) Do you encourage pedestrian and bicycle projects as a matter of general policy in roadway projects?

5) New revenue sources may be needed in the future — quite possibly from local/regional sources.
   a) Do you expect this to be the case?
   b) Any sources you'd recommend/steer clear of (sales taxes, tolls, etc.)?
   c) What will have to occur before the public would support such revenue sources?

6) We'd like to ask you to fill out a comment form before you go. It includes a question about how you would recommend distributing future revenues between transportation needs and also provides an opportunity for general comments

MONDAY FEBRUARY 16 (GREENSBORO CITY HALL)

Group 1

What was your reaction?
- Surprised that highways didn't solve more of the problem
- Inter-city connections have been stressed but not connections between cities.
- Strategic corridors are important
  - GSO to Winston-Salem
  - GSO to Raleigh
- Existing rural route not designed for moving traffic between cities
- Transit between cities are important – more highway connections

Road Improvements/Needs
- Reedy Fork Creek (near Summit Avenue)
- Gateways into downtown should:
  - Recognize character
  - Include plantings
  - Have pedestrian accommodations (sidewalks and greenways)
- Need to revise wayfinding and directions – will change due to the urban loop
- NC 68 (fix the interchange at I-40)
- Pleasant Ridge should be grade separated
- Palnter Boulevard (north section)
- No direct route northwest GSO to I-85 S and High Point
- Need limited access from GSO to High Point – something other than NC68
- Prefer Johnson Street corridor or // corridor
- Old Oak Ridge options
- Gap in Johnson Street ext. to Bryan Boulevard ext.
- US 29 improvements at I-85 at death valley
- Need more than option from Rockingham County to southwest side of town other than US 29
- Wayfinding and directional signage from airport to GSO
- English should be connected to I-85 to the north to I-785

Community
- People like cul-de-sacs
- Could use traffic calming speed humps – roundabouts at intersections
- Don't ban cul-de-sacs – but limit the number if possible
- Consider a connectivity policy for new subdivisions
- Need more connections to tie together the network

Public Transportation
- The transit alternative should include shelters and sidewalks
- Need to improve scheduling and the way we communicate the schedules
- Need convenient means to communicate – provide at the stop and use technology
- Provide employee incentives
- Get feedback from riders
- Get elected officials to ride for 30 days
- Bring riders from smaller communities – maybe work service to and from small towns

- Need incentives for seniors to ride
- Smaller buses // fit transit to market it serves
- Need to overcome stigma of transit
- Specific corridors
- Trolley service
- Rail bed up Battleground — could be public transit rater than future greenway trail

Regional Transit
- Would prefer a mono-rail system built over existing highway
- There won't likely be a demand for another 30-50 years
- Need to increase density to support rail – need supporting surface street service to support rail

Bike/Ped
- Should be a priority to create a walkable
- Right now it's not safe
- Bridges need bike lanes
- Bike routes
- Priority to connect to recreational riding areas
- Make exiting routes a priority for future improvements
- Set aside as
- Need to

Revenue Sources
- What to avoid
  — Misuse of bond funds
- What to seek:
  —User fees
  —Tax on SUVs
  —Seek support during development review process
  —Penalize those that aren't consistent with the plan
  —Close existing non-use/underutilized R.O.W./se11 it to raise revenue
  —Bonds – problem is follow-through/schedule and reallocation of funds

Group 2

What was your reaction?

- In general you assume a number of trips that won't need to be made – they should be made in other forms of transportation.
- Neither scenario will work. Somewhere in the middle is a scenario that will work well. The trick is to hit optimum middle ground.
- Findings are intuitive.
- As we look to the future economic development will major role in determining priorities.
- Public transportation should play a major part in area priorities – both needs and convenience.
- In part this is about the best transportation system: but also competition between economic development, environment, health, etc. How will this balance be set?
- Concerned about sprawl – our plans to eliminate will likely not be followed.

Road Improvements

- If the roads that are bad don't go there, maybe a moratorium should be placed on road building, that way people would shift.
- Improved interchanges at grade separations – NC 68/I-40 interchange upgrade also grade separations with rail.
- Airport area in general needs additional roadways and capacity.

What corridors need improvements?

- US 29 needs upgrades – correct I-40 interchange also north of McKnight Mill Road.
- Southwest Greensboro city has gaps that need to be filled. Ex. Bridford Parkway over I-40.
- Don't pursue I-73 and I-74.
- Some support to local street connections because connectivity shorter distances for alternative routes. Eliminate long trips – cul-de-sac – traffic reduction.

Public Transportation

- Cross-town routes, shorter headways are needed
- Sidewalks don't get cleared of snow – this causes big problems.
- Transit systems aren't predictable and convenient.

- Reedy Fork area? It is inside city, about 3500 houses plus other users.

Regional Transit

- Don't see any way out – it is essential for quality of life.
- Will the train go where we want to go? Actually, will the system get us there after we get off the train?
- The problem of divergent destinations requires an extensive route structure and system.
- Are we willing to change mind set about we develop our land – extremely important to success of rail system.
- Train will be an alternative, a choice, but won't solve your highway problem – we must create supporting land uses.
- This will require political actions.
- Land use plans are only as good as the next zoning code.
- A Greensboro–Winston-Salem system will require intergovernmental cooperation. Some incentives will be required to change land use – higher densities are themselves sometimes an incentive – is this a kind of economic incentive?
- I think we should stop development – get a common ownership so that cities and land can be kept separate.
- Why do you need houses and shopping centers everywhere?
- Solid growth management is needed.
- Coordinate with comprehensive plan.
- Look at park-and-ride lots – success at UNC-G.

Pedestrian/Bicycle Trails

- I'm a biker, have been for 50 years, it's very difficult to cross major roads – Lawndale, Battleground, ex. – these roads have got to be addressed – detect bikes at intersections – grade separations are terribly expensive – still sometimes the best approach especially during roadway construction.
- Safest city lived in was Tucson – distinguishing feature – marked bike lanes. We could make better use of existing highway space if we could accommodate bicycles. Ex. – Westover Terrace, Friendly could have been good, think of interconnected systems
- In Nashville they have reallocated land space for bikes with _____ _____ benefits.

- Lawrdite west Pisgah Church is impossible to cross on foot, it needs to be improved.
- Friendly and Green Valley is a very bad pedestrian crossing – auto crossing bad, too – lots of accidents.
- Such areas deserve attention.
- Do a regional bike plan, look at Winston-Salem GSO connection.
- Develop a regional trail plan.

Revenue Sources

- Gas tax should be more flexible with uses.
- Additional resources will be forthcoming if economy is moving well or a predictable crisis like OO school bond.
- People respond to needs. This must be clear.
- With a down economy, people aging, the need for transit will increase.
- Look at sidewalks as an element of public transportation. GTA is aware of that – it is a hot item.
- Bike racks on buses are effective.

WEDNESDAY, FEBRUARY 18 (SUMMERFIELD ELEMENTARY)

Group 3

What was your reaction?

- If arterials are getting so bad, why not focus on improving those?
- Highway Focus – biggest bang for the money – but what can we do for arterials?
- What impacts from school – student distribution situation?

Bike/Ped
- Need sidewalks on major roads – at least one side: Bunch Road – Wendover, Sandy Ridge, Market Street
- Need cooperation between NCDOT, GDOT, and Towns on bike and pedestrian planning
- Lighting is needed to improve safety
- Need more M-P trails (paved) with connections to major routes (S/W)
- Add bike and pedestrian trails to roadway projects overall
- Handicap considerations

Revenue Sources
- Stop Governor from depleting Highway Trust Fund (HTF)
- Toll Roads
- Increase Gas Tax
- Lottery Money
- No bonds for local improvements – not fairly allocated
- Shift burden to developers. Local officials shouldn't back down. Need multiple access points to main roads from residential developments.
- Impact fees – perhaps even on State level
- Towns take over roads?
- Need to plan for induced travel demand. Burden on developers.

Roadway Improvements/Needs
- Pleasant Ridge Road – upgrade like NC 68 type design. Need Improvements to Flenn – Lewis – H.P. Cr., Old Oak Ridge.
- Sandy Ridge Road (interchange) at 40 needs improvement
- Very congested
- Synch signals on Battleground and Wendover
- Flashing yellow during night cycles
- Red light cameras – superfluous

Regional Transit
- Regional Rail – do we need it? Population density may not support.
- Should low-density development continue?
- Need better coordination among schools, MPO, Towns, and Planning Departments.
- Work toward more services in Town so residents don't drive into GSO so much.

Group 4

What was your reaction?

- I support bike, pedestrian and mass transit.
- You threw out a lot of statistics – hard to understand – more explanation – put date on charts that would help.
- Are there specific rail plans? On alternatives are there routes?
- Very much supportive of alternatives focus – highway focus would move in wrong direction.
- Overdue comprehensive plan is full of transportation problems – sprawl fuels travel growth.
- More mixed-use developments are needed.
- One or other won't do it, we must have a hybrid
- It would be great if Greensboro and other areas were green communities.
- Could people be encouraged to work out of their homes?
- Linking cities with transit would lead to longer work trips.
- I-40/NC 68 connector would go through my yard – it needs a buffer. It won't help neighborhoods. What can we do to connect neighborhoods? If we pursue green areas, add bike trails, park areas to tie together and make more attractive.
- Realignment of US 150 through Summerfield would help historic district – relieve Rockingham County commuter traffic through town – they also go to airport area through Summerfield Road/Pleasant Ridge US 220 connector will help.
- Truck traffic is giving towns a beating – they're taking cut-throughs that are too narrow and won't accommodate dump trucks and trailers.
- Solution – see map for idea establish truck routes to spare historic district – some intersection improvements are needed.

Road Improvements/Needs

- US 220 needed in Summerfield.
- NC 38/US 220 connector – originally hated, but needed eventually.
- US 220 widening Horsepen to Wintree is proposed as divided through Summerfield – this hampers connection in town – look at a center turn lane. U-turns will be awkward. Summerfield Road will be impacted.

- Divided US 220 medium – pedestrian and bicycle travel crossings to be defined. Painter Blvd will help out 220 given right access.

Public Transportation

- Improving transit is a priority, but there are challenges to getting people to use it.
- Transit impacts Greensboro, not really the towns.
- A park and ride system.
- A regional transit system for coliseum to get back and forth to special events.
- Toronto system provider very thought through, convenience service.
- Service must access major destinations, malls, coliseum, convention centers – go where the people are, also specifically the furniture market and airport.
- The airport taxi service is/has been weak.
- Could the transit system replace school bus system? Could this population be steered to transit? See NYC case.
- School transit is a brilliant idea, especially with a choice enrollment system – sort of like Weaver Center which has a $500 k transportation budget.
- In High Point 85% who don't want to leave home _____ will be randomly sent to various schools – these will be on congested routes.
- PART rail – a rail system would be better than BRT – more dependable.
- One thing that's created a problem – 1-40 has no alternate route – provide for an alternate route that is obvious to out-of-towners.
- Market Street – changing to 421 name reduced likeliness of it being used by those who are not familiar – don't mess up one to make another.
- Hwy 70 – you can go to Burlington instead of 1-40.
- Transit – park-and-ride lots – US 220 – Church Street, Scalesville Road may be good spots.
- Time is everyone's big thing – central hub downtown delays – set up alternative hubs.
- Long term it looks like we need to move towards rail – the population will continue to grow, as will road congestion – rail won't get caught in congestion – more dependable. It is expensive but should be talked about long term. Clear the buses.

Bike/Ped

- Add 4 foot to side of road on highways to accommodate pedestrian and bikes – add bike lanes.

- Bridge across lake – make sidewalk on bridge to create loop to allow people to circle back. Summerfield developments have more or less been put in place… in last big development approved public trails. New one goes to Strawberry, to US 150 – should be bikes and pedestrians.

- How are they going to cross US 220 – go across narrow bridge across lake – to connect to GSO?

- Transportation cycling more important to me – should correspond to roadways – trails are great but roads are more direct – traffic and speed now require bicycle lanes, just look at New Garden Road.

- US 220 median will frustrate pedestrian and bicycle crossings. Too many houses and crossings – 60 driveway _____ in City limits – 1 mille trips to U-turns and trips on Summerfield row are not practical.

- Couldn't median allow future LRT or lanes?

- To me LRT should not go down median – make grade separated – use monorail.

- Bike and pedestrian trails are needed in NW town areas – lot of bike traffic on US 150 Summerfield Road – its perceived as one of the places you can bike safely.

- Require bike lanes on new roads.

- Triad Park off Market is a logical destination to tie the communities together via trails and bike routes.

- Greenbelt – regional trail planning is needed. Needs to be more in development ordinance – see Town of Davidson – no cul-de-sacs due to new connector.

- Sidewalks are needed in NW Guilford as well – US 220 SW at Cotswald gets used quite a bit.

- Continue sidewalk up to I-73 through NW area.

- Divided highway landscaping at expense of town is not practical.

Revenue Sources

- Totally against toll roads in this area.

- NC toll roads would be counterproductive.

- Charge development if it goes directly to road system.

- Sales taxes – voter should decide if particular large projects should move forward – i.e., like a board vote.
- A sales tax would be regressive – unfair impact _____ is more appropriate.
- I'd rather see a sales tax than property tax because you capture visitor's money.
- A lottery system for transportation.
- New funding sources for cycles and pedestrians must be aggressively pursed.
- A user tax to bikes – bike use tax could work – like applying disposal fee.
- Get costs covered by roadway projects – to include bike lanes.
- See W. VA example permit fees.
- Need to consider toll roads – sense of confidence.

THURSDAY, FEBRUARY 19 (PLEASANT GARDEN ELEMENTARY)

Group 5

Roadway Improvements/Needs
- No comments

Bike/Ped
- Bike lanes are needed at the following: Ritter's Lake, Davis Mill NC-62, and NC-22/Appomattox Rd. Include bike lanes on both sides for roadway widenings and new roads. Need bike trails to get bikes off of roadways for safety where appropriate (but keep them parallel to main roads to provide the same degree of convenience). Multi-use trails are more likely to be used.

Revenue Sources
- No toll roads unless a reduction in gas tax is also enacted. The aesthetics of area roadways can be a barrier or benefit to the local tax base. No need for town to take over transportation responsibility. Town needs to vote on MPO.

What was your reaction?
- Need to revise project description for R-2612 to reflect "grade separation" not "interchange." Consider interchange/grade separation at Ritter's Lake. Stop taking farm land for roads. End of E. Ritter's Lake and Alliance Church Road. What is rationale for project #55 on Hwy Focus Scenario? Is it really needed? P-G residents don't see need for it.

Group 6

What was your reaction?
- Comprehensive plans and LRTP need more/better coordination between departments.

Roadway Improvements/Needs
- Neelley/Woody Mill
  —North/South Connector
  —Spring/Edgeworth
- NC-22at 421

Regional Transit
- Needs driven – SCAT problems require greater density

Group 7

What was your reaction?
- Like the Highway alternative – it seems to make sense but would like more of the features from the Alternative scenario.
- Concerned at impact of US Hwy 421 interchange on neighborhood.
- Neelley Road at 421 (move to south of Neelley).
- YMCA to be located in middle of town – needs improved access.

Bike/Ped

- Would like a trail to the future YMCA
- Need connections to Hagan-Stone park
- Traffic from Randleman Road
- Bikers on Alamance – Church Road
- Alliance Church Road is ok but rural roads are dangerous
- Long range planning committee is doing a survey regarding community wants and needs – should be complete within the next four months
- Would like NCDOT to include bike lanes and wide shoulders
- At least a bike lane on arterial roadways
- Bike grows use P.G. roads
- Sidewalks are not a priority – traffic volumes not high enough in neighborhoods

Revenue Sources

- No C&G
- No maintenance responsibility
- Not likely to support increase tax or bonds for trans.
- County tax dist. has top priority
- Number priority is water and sewer – to accommodate growth

Road Improvements/Needs

- Projects wanted: Revised Interchange at 421, don't like existing interchange plan at for Hwy 421 at Neelley Rd.)
- Stay away from existing neighborhoods – find least impacting location
- Need to improve interchange. Riddle Lake and Pleasant Garden Road – side street has a problem.
- Improve the rail crossings – all of them – grade is difficult
- We need to produce access to public transportation – bus, park-and-ride
- We need to study who the potential riders may be, what is the demand
- Roads are designed to accommodate
- Park-and-ride might work
- Roads aren't good enough for speeding
- Move interchange with Hwy 421 to south of Neelley and make Neelley a gateway

Regional Transit

- Good idea
- Improved access to the airport
- Supports furniture market, gold tournaments/sports events
- Pleasant Garden may be interested in access to rapid transit.

MONDAY, FEBRUARY, 23 (MADISON ELEMENTARY)

Group 8

The following people should be contacted concerning this project:
- Dan Kearns
- Marcus Kindley

Why are you here?

Donnie's comments
- Impact to area around 421 – will it impact Church or surrounding properties
- Development Trends
  - Brightwood Subdivision
  - Jaycees new golf course
  - Rock Creek Industrial Park
  - Widening Hwy 70
- Can build trans. infrastructure but land use needs to support growth
  - Need services in East Greensboro
  - Need parks/other services
- Burlington/St. Marks development will have an impact – US 70/61 new park

Harry Clapp's comments
- Concerned at loop roads
- Southern loop mark
- Eastern loop intended for K-Mart (now gone) – this took some of his family's property
- Would like to see loop stop at 70
- Farmland consumption is a concern
- Need to integrate transportation and land use plans
- N/E area plan – received 2 lots but one was implemented
- See handout

Bryan and Sherrice comments (Alton GSO)
- Live in area
- Wanted to learn more about transportation plans for the future

Road Improvements/Needs

- Widen US 70 to Burlington
- McLeansville Road
- New development will create a need
- East Wendover Ave. corridor needs improvement and multiple grade separations
- Huffine Mill Road
- US 421/Lidenty Road
  - Special events are problem
  - Access along the corridor needs to be controlled
- May need an interchange – Harmont Street – int. with Hwy 421
- Consider Rock Creek connection to NC 61

- Extend and improve dirt section of McConnell (Herrin Road terminus)
- Mill Point/Mill Stream need to be resurfaced

Regional Transit

- Improved commuter rail to Burlington
- Will take pressure off Hwy 70
- Is an important part of Triad future
  — Good for economic recruitment
  — Would provide a choice
- BRT may be more labor efficient but not as widely accepted by citizens
- Travel time isn't competitive due to frequency of stops when compared to driving
- Need to encourage intercity growth and clusters/nodes/activity centers to support ridership
- Need more frequent bus service
- Bus stops need enhancement (benches, shelters, sidewalks, information about schedules)
- Parking (park-and-rides lots)
- More trails are needed throughout the county
- Sidewalks are important near schools and in neighborhoods (on at least one side of the street)
- Bike accommodation
  — Bike lanes in city
  — Wide outside shoulders in county
  — Maybe bike lanes near commercial centers
  — Trails (multi-purpose)
  — Need around Rock Creek business park

Revenue Sources

- Take money from Highway trust fund and use to increase maintenance of roads
- No toll roads
- Developer should self-fund needed improvements (impact fees)
- 8,000 D/U planned for Rock Creek area

SECTION 1: QUESTIONNAIRE

Greensboro Urban Area Long Range
Transportation Plan Questionnaire

Public Comment Form: February 2004

THANK YOU for participating in the second round of public workshops. Please share your comments with transportation planners and elected officials as they develop the draft 2030 Long Range Transportation Plan!

Please complete the form and return it to the MPO staff. Please provide your contact information on the last page so that we can keep you apprised of our progress and notify you of upcoming public involvement opportunities.

1. How many years have you lived in the Greensboro area?

2. Did you attend any of the first round of public workshops?

3. What is your general reaction to what you heard at this meeting?

4. Are there any important transportation needs you are aware of that you didn't hear discussed at this meeting? What are they?

5. Imagine for a moment that you have been given complete authority to decide exactly how all transportation funding in the Greensboro Area should be spent. How would you distribute the limited amount of funds among a wide range of competing needs? Now suppose your total annual transportation budget is $100.00. Using the transportation spending categories below, divide this $100.00 in the way that seems best to you. The only restriction is that the total must add up to $100.00! **(go to the back of this page)**

Question 5, continued

Category	Current Distribution	Your Answer $
Build new Roadways	45%	
Widen / upgrade existing roadways	20%	
Public transit services	10%	
Pedestrian facilities	2%	
Bicycle and trail facilities	2%	
Maintenance & Safety	20%	
Technological improvements	1%	
Other (explain)		
TOTAL:	**100%**	**$100**

1. What other comments do you have?

7. CONTACT INFORMATION (please fill out the following)

Name: _____

Address:_____

_____

E-mail: _____

Please return the comment form by February 27 TH, 2004 to one of the following:

Attn: LRTP
Greensboro Urban Area Metropolitan Planning Organization
c/o Greensboro Department of Transportation
P.O. Box 3136
Greensboro, NC 27402

Email: gdot@greensboro-nc.gov
Fax to (336) 412-6171

Questionnaire Responses

1. How many years have you lived in the Greensboro area?

1-5 years	3
6-10 years	3
11-15 years	2
16-20 years	1
21-25 years	2
26-30 years	3
Over 31 years	11

2. Did you attend any of the first round of public workshops?

NO – 11
YES – 14

3. What is your general reaction to what you heard at this meeting?

- I am glad to see that the general public is invited to these workshops in order to provide input.
- Not specific enough
- Positive
- Need a blend of solutions – need to grow understanding of complex interactions between travel and land use patterns
- I enjoyed the sharing of information and the ability to participate
- Very general – not especially helpful
- Good
- Should have included more specific information on projects in the Pleasant Garden area
- Well organized for meaningful citizen input
- Comprehensive
- Encouraging
- Much of the information was too technical for most people to understand, plus we did not always get answers to questions that concerned us in Pleasant Garden
- Very good, the Highway Intensive plan seems to give a lot of bang for the buck
- Should target public transportation as a part of the solution
- Mixed
- The plan covered too many years. Does not consider projects that are already approved.
- Good – but ideas too general
- Keep going
- Good information
- I appreciate being asked for citizen input
- Very informative
- Overall, the plans are still very general. I wish the committees and communities would work together more comprehensively to get plans that work for all involved.
- Thorough presentation
- Sounds to me that we are doing a great job in planning for future growth

4. **Are there any important transportation needs you are aware of that you didn't hear discussed at this meeting? What are they?**
    - Intersection of Neelley Road and Hwy 421 (want planned interchange relocated)
    - Raising speed limits where roads can bear it — i.e., Wendover Ave 55 mph; signal interconnection/coordination
    - No – very comprehensive
    - Builders and developers need to adhere to safety/road measures and work with the MPO in a coordinated approach to development
    - Railroad and bus service
    - North/south route
    - We discussed just about all of the issues that I am aware of
    - I would like to feel that NCDOT is truly concerned about the resident's needs and ideas. Also, I feel that more attention should be paid to environmental impact studies (wetlands, etc.)
    - I have mention at both meetings upgrading Pleasant Ridge Road from Summerfield to the airport. This is being used as a key major thoroughfare in the absence of the connector and needs upgrading to accommodate the immense amount of traffic
    - Promote walking
    - Would like to have heard actual safety numbers on Neelley/Woody Mill projects. Does the accident history really warrant the interchange project?
    - An in depth analysis of rail needs and expense
    - No, great meeting!

5. King/Queen Question

COLLECTED DATA:

Category									*Your Answers*											
Build new roadways	30	25	35	15	40	20	35	10	35	35	50	30	40	10	20	20	25	50	45	45
Widen/upgrade existing roadways	25	25	30	15	40	25	35	15	30	25	40	2	10	23	30	10	45	30	20	10
Public transit services	10	5	5	10	0	10	5	20	5	10	0	20	30	10	5	50	10	2	10	10
Pedestrian Facilities	5	0	5	10	0	2	10	25	5	2	0	10	5	4	5	5	0	2	2	10
Bicycle and trail facilities	5	0	5	10	0	2	5	10	10	2	0	5	5	6	5	5	0	2	2	4
Maintenance & Safety	20	35	10	20	10	30	5	10	10	25	10	15	10	45	25	5	20	12	20	20
Technological improvements	5	10	10	20	10	1	5	15	5	1	0	5	10	2	10	5	0	2	1	1
Other (explain)																				

RESULTS:

Category		Group Responses
	Current	Mean
Build new roads	45%	31%
Widen existing roads	20%	24%
Public transit service	10%	11%
Pedestrian facilities	2%	5%
Bicycle & trail facilities	2%	4%
Maintenance & Safety	20%	18%
Technological improvements	1%	6%

6. What other comments do you have?

- Good information meeting/workshop
- Best investment for improving our economy would be completion of the urban loop (Painter Blvd.)
- Good job
- Take the comments from Pleasant Garden residents seriously. We have done our homework and know the territory.
- Would have liked more information and discussion on localized projects in our area.
- Looking forward to the third round of meetings
- Looking forward to the next session
- Protect neighborhood concepts
- There are some very good ideas that have been identified by Pleasant Garden residents (in our small group). These ideas could even save us money. I believe it would serve you well to take them into account when making decisions.
- Great meetings well planned and coordinated
- Include citizens on TAC and TCC boards

SECTION 1: CONTINUUM EXERCISE

Continuum Exercise

Two mechanisms were used to ascertain opinions about investment strategies, and which direction they were on a transportation continuum (with Highway Focus and Alternative Focus on the polar ends).

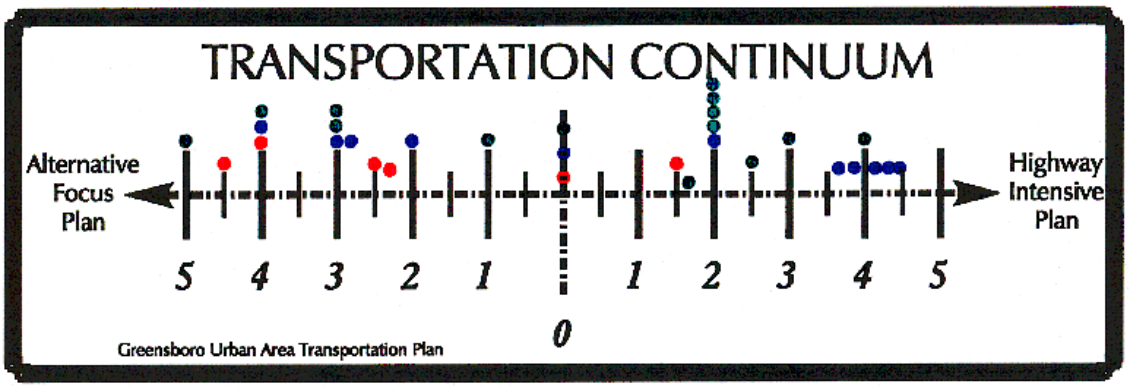
The first was question 5 on the workshop questionnaire which read as follows:

"Imagine for a moment that you have been given complete authority to decide exactly how all transportation funding in the Greensboro Area should be spent. *How would you distribute the limited amount of funds among a wide range of competing needs? Now suppose your total annual transportation budget is $100.00. Using the transportation spending categories below, divide this $100.00 in the way that seems best to you. The only restriction is that the total must add up to $100.00!"*

The second was a poster where participants were asked to place a voting dot on the continuum at a point that best represented their perspective on the direction the plan should be headed. The results of these two exercises clearly communicate an overall desire for a balanced approach to the plan. The results are as follows:

Question #5 Results:

Category		Group Responses
	Current	Mean
Build new roads	45%	**31%**
Widen existing roads	20%	**24%**
Public transit service	10%	**11%**
Pedestrian facilities	2%	**5%**
Bicycle & trail facilities	2%	**4%**
Maintenance & safety	20%	**18%**
Technological improvements	1%	**6%**



Meeting 1 - 6
Meeting 2 - 11
Meeting 3 - 14

COMPLETE SOURCE DATA

SECTION 2:
Interview Questions
Local Elected Official Interviews
TTA Interview
Other Correspondence

SECTION 2: INTERVIEW QUESTIONS

Greensboro Urban Area Long-Range Transportation Plan Update

Draft ELECTED OFFICIAL INTERVIEW SCRIPT OUTLINE

Interview participant:_____

Interview conducted by:_____

Interview date:_____

I. Introduction

Purpose of leader interviews

- Introduce overview of results of the Guilford County Transportation Needs Assessment Survey and companion Greensboro survey.
- Introduce vision contained in the current long-range transportation plan.
- Learn and document perceptions about transportation service delivery and planning in their community, the needs of their constituents regarding travel to work, school, shopping and other essential local destinations, and a sense of their vision.
- Gather initial feedback from key stakeholders regarding a variety of transportation strategies.
- Document new strategies that should be considered.
- Enlist stakeholders as partners in distributing information about the project.

Interview Process

- Go through a list of questions
- Interviews will be taped (or a second interviewer can serve as scribe)
- Interview participant will be sent a written abstract of the interview for review and approval
- Approved abstract will become part of the project document
- Synthesis of officials' interviews will be prepared to highlight commonalities

Study Purpose, Process and Timeline

- MPO is required to update the long-range transportation plan periodically. This is a major update with considerable extra effort devoted to multi-jurisdictional consensus-building.
- The Plan horizon year is 2030. Federal requirements state the plan must be fiscally constrained.
- At present, one round of public workshops has been held with 169 citizen participants. Two more rounds of workshops are scheduled in 2004.

- Project timeline: September 2003 through September 2004

II. BACKGROUND INFORMATION

Guilford County and Greensboro Transportation Needs Assessment Surveys

- 479 households in Guilford County and 750 households in the City of Greensboro were surveyed. Overall results had a precision of at least ± 4.6% at 95% level of confidence.

- 46% of the residents in Guilford County rated there experience with transportation as good, very good or excellent. The same percentage, 46%, rate their experience as fair or poor. In the City of Greensboro, 69% percent view their experiences with transportation as good, very good, or excellent, while only 31% rate it as fair or poor.

- Highly rated services include traffic flow at non-peak times, traffic signal operations, street signs, and lighting.

- Lowest rated services include traffic safety at peak times and the lack of bikeways. Top concerns about safety are aggressive drivers, speeding, traffic congestion and red-light running.

III. PERCEPTION OF THE EXISTING LOCAL TRANSPORTATION ENVIRONMENT

1. Do you perceive a congestion problem within the Study boundaries? (note: have a good map available. Consider using a highlighter to mark corridors and hot spots identified by the interviewee – participant may be asked to focus on their specific community/area but also provide feedback on the entire study area).

2. What do you think would help to address these congestion problems?

3. Do you perceive a traffic safety problem within the study boundaries?

4. What do you think would help to address these safety problems?

5. What is your vision for growth and development in the study area (and for their community) in the next 10 years?

6. PART has been working on a strategy to develop regional rapid transit service, including potential commuter rail service? How important is

this strategy to the future success of the Triad region and how is it likely to affect you community?

IV. Identification of Major Challenges

a) Public Challenges: How do you think ***the public*** will perceive the options? –

Option 1: Maintain vision and course identified in current LRTP?

Option 2: Honor commitments but increase revenue?

Option 3: Honor top commitments but evaluate others and consider substituting different projects?

Option 4: Evaluate options mentioned by interview participant.

b) Partnership Challenges

1) If there are changes to the current vision and course of action, do you think elected officials, community groups and jurisdiction staff will support these changes?

2) What partnerships do you believe are necessary to assure success?

V. PUBLIC INFORMATION OPPORTUNITIES

1) Citizen Informational Workshop
Two more rounds of workshops to inform the public of the progress of the study and to obtain public input will be sponsored. The next workshops are scheduled for February 2004 (locations to be determined). The workshops will be informal opportunities to present project information and encourage one-on-one discussions between project staff and the public. Can you help us with the promotion of these workshops?

Who should we contact for this assistance?

2) During the Plan update, newsletters will be produced and distributed. Can you assist us with the distribution of this newsletter?

Who should we contact to coordinate this assistance?

VI. OTHER SUGGESTIONS/OBSERVATIONS

SECTION 2: ELECTED OFFICAL INTERVIEWS

Greensboro Urban Area Long-Range Transportation Plan Update

ELECTED OFFICIAL INTERVIEW SUMMARY

Interview participant: Mayor Keith Holliday, City of Greensboro
Interview conducted by: SMS
Interview date: 1-27-04

PERCEPTION OF THE EXISTING LOCAL TRANSPORTATION ENVIRONMENT

Do you perceive a congestion problem within the Study boundaries?

When asked about congestion within the study area Mayor Holliday focused his comments on the City of Greensboro. He responded with the following comments:

- Congestion in Greensboro isn't that bad, it depends on what you are accustomed to.
- It helps if you are from the area because you can avoid congested locations (shortcuts), while those traveling through the area typically are directly down a single route
- Overall he rates our congestions as – "Good" which equated to, tolerable except at a handful of bottleneck locations
- Rarely hears direct complaints from citizens about congestion…we haven't reached the point of Charlotte yet
- Sometime get complaints about the side-streets which have difficulty turning onto thoroughfares during peak periods
- Mayor Holliday is chairman of the NC Metropolitan Coalition which had its origination in transportation issues
- Cites an appropriate strategy may be to "overbuild" certain strategic corridors in anticipation of the future traffic (i.e., E. Wendover Ave. viewed as a success)
    - Bryan Blvd extension is likely one of these corridors

Do you perceive a traffic safety problem within the study boundaries? If so, what do you think would help address the problem?

- GSO has a great safety record when compared with other places
- Speeding is our biggest problem (we're all in a hurry, we're a running late society)
- Need to get bike/peds in a safe place…this should be a priority
    - Need to get them off the road or provide a dedicated bike lane
- We should consider the elimination of on-street parking in locations where it's rarely used so that bike/ped enhancements can be made of the area intended for parking.
- Likes traffic calming in response to neighborhood speeding problems and would like to see this program expanded
- Believes that density of traffic has an impact on speed and that wider streets promote speeding in areas where its not desired (i.e. neighborhoods)

- Cell phone use continues to be a problem that needs to be addressed, but foresees Greensboro becoming a community that bans their use while driving

We are hearing a lot from the community about the need for more sidewalks, bikeways and trails. How important do you think these should be in the study area?

- The mayor is a strong advocate for bike lanes
- Mentioned more than once that we don't have any in Greensboro (except Spring Garden)
- Should consider placing bike lanes in existing neighborhoods with wide streets
- Believes that the presence of bike lanes will increase driver awareness of the need to share the road which will slow traffic making it more comfortable for cyclist
- Doesn't want to see bikes on sidewalks, but understands in most locations they don't have another safe alternative
- The city has placed a high priority on the installation of sidewalks especially in neighborhoods…he would like to see this effort expanded to include bike lanes or some other accommodations for cyclist
- While bike/ped facilities are one of his priorities, he feels that they are likely much lower on the priority of most of the community

What is your vision for growth and development in the study area (and for their community) in the next 10 years?

- Continue to focus on infill development
- Expects to see more housing downtown scattered throughout the area
    - Need to address downtown parking, feels it's reaching a critical level and if we want to encourage more business and residents in the downtown, parking must be addressed
- Suburban sprawl will continue on its current path if left unchecked, doesn't feel that it can be stopped, but it can be slowed by providing choices
- Predicts an explosion of growth in the residential, commercial and employment centers in the next 10 years, especially around the airport area.
- Feels that most people don't like mixed-use developments, yet…but they will as quality demonstration projects are built.
- He shares the vision contained within the Comprehensive Plan
- The urban loop will change life as we know it in Greensboro, allow faster trips across town…expect areas that have poor access today to explode with growth
- He's disappointed that the I-73 corridor utilizes a portion of the loop, he would prefer that the loop facilitate local traffic rather than through traffic

<u>Collector Street Plan & Connectivity</u>

- The need for collector plan / any particular concerns or issues in their community
- The need for greater local street connectivity in their area

After briefly describing the collector street plan element of the LRTP and the benefits associated with street connectivity the Mayor offered the following comments:

- Current efforts to connect streets has been by trial and error
- We need to define how the CSP would be used

- Feels a plan is important for new development, but not likely to build collectors through existing neighborhood (connections are OK)
- Would prefer that streets not be connected just for the sake of being connected…only make the connection if there is a "need" – most neighborhoods do not need new streets connected to existing neighborhood streets
- Need to work with infill development
- Provide for future connections but don't open the connections until there is a need is one strategy (re: Leland Drive)

PART, Regional Rapid transit, and Public Transportation Improvements

- The need to improve local and regional public transportation and the best way to do it
- Whether or not they expect that the public would be willing to increase local funds for transportation improvements now or in the future through new revenue sources, and what it would take (in terms of conditions and communication of need) before people were willing to support such revenue sources.

- Believes in the mission of P.A.R.T. to connect local transit services of the Triad…this is good
- Doesn't believe mass transit will be important until a crisis occurs (congestion or otherwise)
- Is concerned that the rapid choices are not the right technology, people aren't likely to ride BRT in mass numbers nor will they be attracted to slow moving DMU trains with limited destinations…feels that monorail may be a better alternative
- Monorail would be attractive because we could run them along and through existing transportation corridors
- Believes that it will be 50-80 years before there is a real need for rapid transit in the Triad
- Triad isn't as dense as Triangle or Charlotte, and will have difficulty supporting regional rapid transit
- Rapid transit is not likely critical to the success of the Triad our greatest assets are our transportation infrastructure (highways)
- Triad will likely financially support regional rapid transit at some time (albeit reluctantly)
- We should explore the use of HOV lanes first

Partnership Challenges (NCDOT, MPO, Elected Officials, Staff, Community Groups)

When asked about changing the voting structure of the TAC to include representation of the local towns he offered the following:

- Doesn't feel that it is appropriate to change to the voting structure yet
- Town representatives should be and are invited to participate in the dialog
- When and if the towns reach sufficient size and begin to maintain their own streets the MPO should evaluate their status

Greensboro Urban Area Long-Range Transportation Plan Update

ELECTED OFFICIAL INTERVIEW SUMMARY

Interview participant: Mayor Dena Barnes, Town of Summerfield
Interview conducted by: SMS
Interview date: 1-13-04

PERCEPTION OF THE EXISTING LOCAL TRANSPORTATION ENVIRONMENT

1. Do you perceive a congestion problem within the Study boundaries?

When asked about congestion within the study area Mayor Barnes focused her comments primarily on the Town of Summerfield. She noted the following:

- US Hwy 220 and NC 150 intersection and corridors are a peak hour commuter problem
- Strawberry Road to Horse Pen Creek Road
- Lake Brandt Road is getting worse each year as new development occurs
- Pleasant Ridge at Lewiston Road
- Lake Brandt at NC 150 (is signalized but doesn't include turn-lanes which creates a problem)

2. What do you think would help to address these congestion problems?

The Mayor was uncertain about the exact remedy for the location previous listed, but did reference the following as possible enhancements:

- Implementation of Interstate 73 will likely have a positive impact on congested intersection but is otherwise opposed to this project as it is currently described
    - I-73 will not solve the problems related to east-west trips through the area
- US Hwy 220 should be widened to a four-lane divided facility (not a 5-lane)

3. The MPO and its regional partners have proposed several major new roadways in the airport area (show a map). What do you think about this plan, and what is your perspective on the best way to connect the airport to the region?

- The Mayor noted that the Town of Summerfield was not asked to participate in either the Land Use Plan or Airport Area Transportation Planning process. They therefore do not accept their content.
- Concerned about the land use impacts associated with building the supporting transportation network, could have a negative impact on Summerfield
- Summerfield is the impact epicenter of the Fed-Ex hub and the region also benefits from Fed-Ex; however, we're not receiving regional support to deal with the impacts
    - Traffic, water quality, noise, air, light pollution
    - Residential impact on Summerfield
    - The town has a land use plan that focuses on nodal development that is not reflected in the airport area plans

4. Do you perceive a traffic safety problem within the study boundaries? If so, what do you think would help address the problem?

- Hwy 220 – the two lane section is deficient and very unsafe…rec'd a four-lane divided section
- NC Hwy 150 curves and dip around the NC 150 intersection at the new connector location should be re-aligned
- Town would like to see NC Hwy 150 straightened were abrupt curves exist today
- Witty Road @ Lake Brandt Road at the creek has steep slopes and curves that could be improved
- Bike lanes along NC Hwy 150 would improve safety for the bicyclist that frequent the roadway
- The "S" curve on NC 150 east of Lake Brandt should be eliminated
- Please see the Moving Ahead request table for Town of Summerfield (noted that few if any were funded)

5. We are hearing a lot from the community about the need for more sidewalks, bikeways and trails. How important do you think these should be in the study area?

The Mayor noted that there are no pedestrian or bicycle facilities in the town unless optionally provided by a developer. However, there is a need for the following:

- Equestrian trails throughout the community and northwest part of county (re: the Easter Horse Show held annually, horses are popular recreation in Summerfield)
- Need sidewalks in the downtown area
- Would like to see bike lanes or wide outside shoulders on SR's to accommodate cyclist
- Town has a greenway plan, includes rail to trail on existing rail bed to Stokesdale
    - Will need an underpass at Hwy 220
- Connections should be planned for greenways, bike trails, and equestrian trails to the state park being planned
- Local plan identifies the need for sidewalks in the downtown and includes provisions for requiring them when development occurs (in the downtown)

6. What is your vision for growth and development in the study area (and for their community) in the next 10 years?

The Mayor predicts that Summerfield will remain a bedroom community but will include additional retail and downtown infill development. She referenced the Commercial Needs Assessment for the community and provided a copy. Recommends looking to this document for future vision.

7. Collector Street Plan & Connectivity

- The need for collector plan / any particular concerns or issues in their community
- The need for greater local street connectivity in their area

After briefly describing the collector street plan element of the LRTP and the benefits associated with street connectivity the Mayor offered the following comments:

- There are very few east-west connections through this section of the county

- The 150 connector is important to the town, but they would like to see a feasibility study conducted in the near future to determine the alignment so the town can begin planning
- They like the idea of a collector street plan, takes the politics out of requiring connections
- Connections will likely be opposed by residents of the area, but she feels that connectivity is important to their future

8. PART, Regional Rapid transit, and Public Transportation Improvements
   - The need to improve local and regional public transportation and the best way to do it
   - Whether or not they expect that the public would be willing to increase local funds for transportation improvements now or in the future through new revenue sources, and what it would take (in terms of conditions and communication of need) before people were willing to support such revenue sources.

The Mayor made the following comments related to rapid transit in the region:
It will play an important role for the region; make it more competitive and attractive to new industry.

- We need to continue planning now if we are to ever see it implemented
- Most people in Summerfield will not support it unless there is some perceived, direct benefit
- To begin with may want to consider a park and ride lot in Summerfield
- Existing Rail line will be too slow,
- Should consider additional route along I-73 corridor
- Not likely to impact Summerfield unless current plans change

Partnership Challenges (NCDOT, MPO, Elected Officials, Staff, Community Groups)

- Summerfield would like an active voting role in the MPO
- County representation isn't always adequate, notes that all commissioners live in Greensboro and tend to vote in favor of Greensboro
- Would like to see improved communication between NCDOT and the Towns. There should be some kind of regular communication with mayors or council to inform them of local NCDOT project work and maintenance activities. There is nothing worse than getting calls from residents and we don't know the answer.

Public Information Opportunities

13. Citizen Informational Workshop
    Two more rounds of workshops to inform the public of the progress of the study and to obtain public input will be sponsored. The next workshops are scheduled for February, 2004 (locations to be determined). The workshops will be informal opportunities to present project information and encourage one-on-one discussions between project staff and the public. Can you help us with the promotion of these workshops?

    a. Who should we contact for this assistance?

Michael Brandt

14. During the Plan update, newsletters will be produced and distributed. Can you assist us with the distribution of this newsletter?

Yes, Michael will see the interested parties receive copies.

Greensboro Urban Area Long-Range Transportation Plan Update

ELECTED OFFICIAL INTERVIEW SUMMARY

Interview participant: Mayor Ron Surgeon, Town of Pleasant Garden
Interview conducted by: SMS
Interview date: 1-15-04

PERCEPTION OF THE EXISTING LOCAL TRANSPORTATION ENVIRONMENT

1. Do you perceive a congestion problem within the Study boundaries?

When asked about congestion within the study area Mayor Surgeon focused his comments on the Town of Pleasant Garden. He responded that there are spots of congestion within the vicinity citing numerous examples including:

- Around Pleasant Garden Elementary Schools especially during pick-up and drop off times of day;
- Pleasant Garden Road corridor during peak hours is extremely busy and there is quite a bit of delay at the intersection with US Hwy 421;
- Neelley Road intersection with Alliance Church Road (the Mayor has been working with NCDOT on improvements to this intersection)…this intersection was converted to four-way stop control this month, NCDOT reported that this intersection wouldn't likely meet signal warrants;
- US Hwy 421 corridor is congested especially during the morning peak, backs up due to signalized intersections south of the interchange with I-85;
- US Hwy 421 and Pleasant Garden Road are the commuter corridors for the town and as such have a lot of traffic during peak periods.

3. What do you think would help to address these congestion problems?

The Mayor was uncertain about an appropriate remedy for these congested locations but did reference the Southern Loop as an improvement that may improve conditions for the Town. He also communicated that many of the Town's residents moved to Pleasant Garden to escape the continued urbanization of Greensboro. Therefore, many commuters in Pleasant Garden may choose some delay over the alternative of widening roads in the vicinity in an effort to improve the limited amount of congestion that they are currently experiencing.

3. The MPO and its regional partners have proposed several major new roadways in the airport area (show a map). What do you think about this plan, and what is your perspective on the best way to connect the airport to the region?

The Mayor was not aware of the details included in the recent airport area planning but did mention the need to maintain and improve access to the airport especially with the addition of the Fed-Ex air cargo hub. He mentioned that most Pleasant Garden residents travel to the airport by heading west to US Hwy 220 to I-40. However, the completion of the Greensboro Urban Loop will allow residents to take US Hwy 421 to the loop and Bryan

Boulevard which will cut the trip time significantly. He commented that Fed-Ex is likely to have an important economic

4. Do you perceive a traffic safety problem within the study boundaries? If so, what do you think would help address the problem?

- Alliance Church Road @ Neelley Road is in need of improvements to enhance safety (as mentioned earlier, the Mayor is working with NCDOT on improvements to this intersection, recently this intersection was modified to 4-way stop control;
- Neelley Road at US Hwy 421 has a visibility problem for motorists attempting a northbound left turn from Neelley Road to US Hwy 421 (tree removal or limbing was offered as a possible solution);
- Pleasant Garden Road at Neelley Road in the vicinity of the elementary school, enhancements need to be made to the pedestrian crossing…the school has facilities on both sides of the road making pedestrian crossings frequent…a flashing yellow light is in place but more could be done (uncertain about a remedy but something to slow drivers and provide a safe crossing from motorist);
- There are a number of sharp turns and hills (including Spur Road and Alliance Church Road) where accidents are likely to occur (the Mayor suggested selective street lighting at some of these locations, citing that its very dark at night and motorist unfamiliar with the roadways may have problems especially given the lack of roadway shoulders);
- Both NC 62 and Davis Mills Road has bridges that are in need of replacement, very narrow crossings (both bridges have been identified for replacement by NCDOT).

5. We are hearing a lot from the community about the need for more sidewalks, bikeways and trails. How important do you think these should be in the study area?

The Mayor noted that there are no pedestrian or bicycle facilities in his town. However, he feels this is a moderate priority for his community and they intend on including bike/ped elements in the comprehensive plan that they are currently developing. The Plan is being developed by a volunteer committee and will likely take a year to complete. The Mayor pointed out that while the current residents of Pleasant Garden may not perceive bike/peds as a priority, it's important to plan for the next generation. Most of the residents are not likely to view sidewalks or bikeways (on-street or off street) as a priority. Nor has he heard that there is a desire for wide outside lanes or dedicated bike lanes. Yet, he envisions a limited network of sidewalks (primarily in their downtown core) and a series of Greenways throughout the community with links to places of activity (i.e., schools, park, YMCA, and downtown).

6. What is your vision for growth and development in the study area (and for their community) in the next 10 years?

As previously noted, the community just began the development of a Comprehensive Plan that will describe a growth strategy and community vision. It will likely identify the need for a quality shopping center district in downtown with restaurants, grocery, and some office land uses. The Mayor also envisions that the downtown would be enhanced with street lighting and sidewalks. The Plan is also to develop a YMCA on Alliance Church Road (planning is underway) and lots of additional residential development.

Current ordinance is 1 d.u. per every 2 acres. It is likely that this will change to 1 d.u/acre in the near future and the Mayor hopes to see water and sewer service added to the list of services the Town currently provides which will allow limited pockets of higher density housing. He described the desire for cluster conservation style development with the hopes of providing an alternative housing style for empty nesters. Their priority is to provide sewer service to the downtown first and then to the YMCA. He would like to form a partnership with the City of Greensboro to address these infrastructure needs. His goal is to develop some kind of partnership with Greensboro to provide water and sewer service within the next 10 years. He would prefer to "work with, rather than against" Greensboro on a plan that makes sense for the area.

7. Collector Street Plan & Connectivity

- The need for collector plan / any particular concerns or issues in their community
- The need for greater local street connectivity in their area

After briefly describing the collector street plan element of the LRTP and the benefits associated with street connectivity the Mayor offered the following comments:
He made the comment that they are currently going through a connectivity issue along Ridgepoint Drive and have had numerous conversations with residents and NCDOT regarding the issue. He noted that the Ridgepoint Drive circumstances represent ad hoc planning in response to the implementation of the southern loop interchange with US Hwy 421. He mentioned that it would have been helpful if a collector street plan was in place when dealing with the Ridgepoint Drive issue. If a comprehensive plan had been developed then politicians could have referenced the plan as evidence that the road may someday be connected. He likes the idea of having a plan and believes it could be a helpful planning tool. However, Council will need to consider its use upon its completion. Overall, most Pleasant Garden residents aren't interested in connectivity and want to live on a dead-end road. He stated that a lot of education and convincing will need to occur before residents are in support.

8. PART, Regional Rapid transit, and Public Transportation Improvements

- The need to improve local and regional public transportation and the best way to do it
- Whether or not they expect that the public would be willing to increase local funds for transportation improvements now or in the future through new revenue sources, and what it would take (in terms of conditions and communication of need) before people were willing to support such revenue sources.

The Mayor commented that regional rapid transit could be an asset to the Triad and can envision a time when the area achieves a state of urbanization that could support regional rail (but we're not there yet). He feels it could be an economic development boost to the regional and local economy especially the areas where stations are located. He views the current work by PART as important to the region and noted that "if we're going to have it (regional rapid transit) we need to be planning for it now."

When asked how important this regional strategy is to the Town of Pleasant Garden, he commented that it's not likely to have a profound impact in the short term, but maybe longer term.

When asked whether Pleasant Garden resident would be willing to support the development and operation of regional rapid transit he responded: not likely today as most would not benefit directly from the service, but in 15 years attitudes may change.

Partnership Challenges (NCDOT, MPO, Elected Officials, Staff, Community Groups)

9. If there are changes to the current vision and course of action, do you think elected officials, community groups and jurisdiction staff will support these changes?

It depends on the magnitude of the changes…but likely yes.

10. What partnerships do you believe are necessary to assure success?

Greensboro and the towns within Guilford County need to work together…form partnerships rather than working against one another…the towns aren't going anywhere.

11. How good do you feel the relationship is between your community and the MPO? How could it be improved?

Current relationship is perceived as good. This is primarily because they send someone to attend the regular MPO meetings. However, not having a vote has created some frustration. County representation on the TAC is not an adequate substitute for voting membership of the Guilford County towns. There is a desire to become a full voting member of the MPO.

12. How good do you feel the relationship is between your community and the NCDOT Division 7?

Current relationship is good…feels that NCDOT representatives actually listening during the Ridgepoint Drive hearings. Have had successful dialog about recent improvements at Neelley Road/Alliance Church Road intersection. Regular communication about NCDOT activity in the vicinity is the only recommended enhancement.

Public Information Opportunities

13. Citizen Informational Workshop
    Two more rounds of workshops to inform the public of the progress of the study and to obtain public input will be sponsored. The next workshops are scheduled for February, 2004 (locations to be determined). The workshops will be informal opportunities to present project information and encourage one-on-one discussions between project staff and the public. Can you help us with the promotion of these workshops?

    b. Who should we contact for this assistance?

    Town Clerk: Vickie Axsom

14. During the Plan update, newsletters will be produced and distributed. Can you assist us with the distribution of this newsletter?

Yes, the Mayor would like the town to assist with the distribution of the newsletter. Contact Vickie for details.

Greensboro Urban Area Long-Range Transportation Plan Update

ELECTED OFFICIAL INTERVIEW SUMMARY

Interview participant: Chairman Bob Landreth and Vice-Chair Carolyn Coleman,

Guilford County

Interview conducted by: SMS

Interview date: 2-3-04

Note: Chairman Landreth had an emergency arise prior to our interview and was therefore only available for a brief period; he asked Vice Chair Carolyn Coleman to fill in for him in his absence. She had a prior commitment that limited the amount of time we could spend. The results listed below are a combination of comments from both of them.

PERCEPTION OF THE EXISTING LOCAL TRANSPORTATION ENVIRONMENT

1. Do you perceive a congestion problem within the Study boundaries?

- Congestion can be horrible within the area especially during the peak periods along Greensboro's Major Thoroughfares
- Worst locations include: Wendover Avenue, Battleground Avenue, E. Market Street

2. What do you think would help to address these congestion problems?

- The best way to alleviate the congestion on these corridors is to widen the roadways and to limit access (access management)
- Need to build new thoroughfares to carry the increased traffic over time
- We need the Burlington Connector to improve east-west connectivity!
- Need a combination of road widening and new road connection to meet future needs

3. The MPO and its regional partners have proposed several major new roadways in the airport area (show a map). What do you think about this plan, and what is your perspective on the best way to connect the airport to the region?

- NA

4. Do you perceive a traffic safety problem within the study boundaries? If so, what do you think would help address the problem?

- There are many roads in the county that need to be widened to include a shoulder and that need to be straightened
- Don't have a specific list in mind but this should be a priority of NCDOT (widen existing roads in the county)

- McConnell Road is a good example of a street that needs safety improvements
- Concerned about the improper use of stop signs (should not be used for traffic calming)
- Speeding continues to be a problem in rural areas as well as neighborhoods
- Road widening may improve safety, but many county residents want to preserve the rural character

5. We are hearing a lot from the community about the need for more sidewalks, bikeways and trails. How important do you think these should be in the study area?

- Not a strong desire or demand for sidewalks in the county (even in the subdivisions)
- Would like to see an improved greenway system connecting the entire county

6. What is your vision for growth and development in the study area (and for their community) in the next 10 years?

- Envisions phenomenal growth in the next ten years resulting from the construction of the Urban Loop and Fed-Ex.
- Mix of land uses at nodes (ala, Greensboro Comprehensive Plan and Guilford County Area Plans)
- Need places to accommodate new job creation, not just residential growth in the county

7. Collector Street Plan & Connectivity
- The need for collector plan / any particular concerns or issues in their community
- The need for greater local street connectivity in their area

After briefly describing the collector street plan element of the LRTP and the benefits associated with street connectivity the mayor offered the following comments:
- Unsure about the impacts
- Sounds like a good idea
- Want to be sure it doesn't impact personal property rights
- County planning staff should implement

8. PART, Regional Rapid transit, and Public Transportation Improvements
- The need to improve local and regional public transportation and the best way to do it
- Whether or not they expect that the public would be willing to increase local funds for transportation improvements now or in the future through new revenue sources, and what it would take (in terms of conditions and communication of need) before people were willing to support such revenue sources.

    - If support occurs, it will happen later rather than sooner (10+ years)
    - People will likely support it if specific benefits are outlined and communicated
    - Wants to be sure that Guilford County doesn't miss out on the opportunities associated with rapid transit like the suburbs and rural areas around Atlanta when MARTA was implemented
    - Rapid transit can be a catalyst for economic development especially along BRT corridors and rail station nodes

- In general, regional rapid transit will be important to the future success of the Triad
    - Travel time benefits
    - Air Quality benefits
    - Reduces parking demand in the city
    - Station development could be an economic engine
- Would like to see the number of corridors increased: providing access to remote areas will improve access and opportunities

Partnership Challenges (NCDOT, MPO, Elected Officials, Staff, Community Groups)

- Feels that region is cooperating well right now
- Knows that the towns would like increased representation in decision making (both on infrastructure as well as transportation decisions)
- Anytime people have the opportunity to represent themselves things tend to improve
- May want to consider inviting the towns to regular MPO functions (we may already, but not certain)
- If we are attempting any outreach to the minority communities of Greensboro… would recommend contacting the Pulpit Forum, Contact: Rev. Headen at Genesis Baptist Church

Greensboro Urban Area Long-Range Transportation Plan Update

ELECTED OFFICIAL INTERVIEW SUMMARY

Interview participant: Mayor John Flynt, Town of Stokesdale
Interview conducted by: SMS
Interview date: 1-12-04

PERCEPTION OF THE EXISTING LOCAL TRANSPORTATION ENVIRONMENT

1. Do you perceive a congestion problem within the Study boundaries?

When asked about congestion within the study area Mayor Flynt focused his comments on the Town of Stokesdale and the vicinity. He responded that the two main congested corridors are the NC 68 and US Hwy 220. He commented that these are high growth corridors and that development is likely to continue in the future.

2. What do you think would help to address these congestion problems?

a. The Mayor was uncertain about a specific remedy for these congested locations but did reference the addition of turn-lanes at strategic intersections along NC 68 and Hwy 158 as potential improvements;
b. He also noted that widening these facilities will be difficult given the terrain and existing development;
c. The construction of the "220 Connector" was cited as another improvement that will likely reduce the amount of truck and other through traffic along both corridors. Most of the community is in support of this new roadway (the diagonal alignment) as a potential congestion reliever for the Town;
d. The Hwy 158 bypass around the downtown is likely to reduce congestion along the middle of the 158 corridor through town.

3. The MPO and its regional partners have proposed several major new roadways in the airport area (show a map). What do you think about this plan, and what is your perspective on the best way to connect the airport to the region?

The Mayor was not aware of the specific details included in the recent airport area planning but did mention the need to maintain and improve access to the airport especially with the addition of the Fed-Ex air cargo hub. He views the airport area plan as a positive for the region and mentioned that Bryan Boulevard is one of the best roads in the Greensboro area.

4. Do you perceive a traffic safety problem within the study boundaries? If so, what do you think would help address the problem?

- The Mayor mentioned that roadway construction has had an impact of safety and that more should be done to ensure that motorist slow down through construction zones;

- He identified NC 68 north of PTIA as one of the most dangerous sections of road in the area, once again cited the difficulties of widening of the roadway given existing conditions but the addition of turn lanes at major intersections could help a lot;
- Turn lanes are needed at the intersection of NC 68 and Hwy 158 (proposed school expansion adds to this need);
- The speed limit on Hwy 158 should be reduced throughout the town limits from 50 to 35 mph (45 maximum).

5. We are hearing a lot from the community about the need for more sidewalks, bikeways and trails. How important do you think these should be in the study area?

The Mayor noted that there are no pedestrian or bicycle facilities in Town. He likewise communicated that there is not likely a strong demand for them given the low density development pattern of the community. He mentioned their desire and work on the rail to trail program that will pass through Stokesdale from Walnut Cove to the north and travel south through the Town of Summerfield. This trail conversion is also identified in their long range plan. The Mayor also mentions that the lack of curb and gutter throughout most of the town creates a problem when attempting to provide sidewalks. A series of multi-use paths is a more likely candidate to connect the community in the future.

6. What is your vision for growth and development in the study area (and for their community) in the next 10 years?

The Mayor noted that they are in the path of growth and that the current growth trend is not likely to end anytime soon. While they don't feel they can control growth, they would like for future growth to occur in a more orderly fashion, "a more responsibility style of development." They are currently purchasing potable water from the City of Winston-Salem since the City of Greensboro will not sell water or sewer service to them at this time. The next 10 years are likely to produce continued low density residential growth. They hope to diversify the style of development with different housing products but seek to maintain an affordable housing element.

7. Collector Street Plan & Connectivity

- The need for collector plan / any particular concerns or issues in their community
- The need for greater local street connectivity in their area

After briefly describing the collector street plan element of the LRTP and the benefits associated with street connectivity the Mayor offered the following comments:
In general the Mayor commented that this sounds like a good idea, but cautioned to be careful about what you are connecting (i.e., be sure the land uses are compatible). He also encouraged us to consider the potential cut-through traffic of a given roadway prior to identifying the connection on the Plan. He cited a concern for private property rights and identified the need to make connections that will not unreasonably impact the cost of development. He also identified that he would like to see more developments work with the terrain rather than going against it and went on to describe the need for more "cluster-conservation" style development.

8. PART, Regional Rapid transit, and Public Transportation Improvements

- The need to improve local and regional public transportation and the best way to do it
- Whether or not they expect that the public would be willing to increase local funds for transportation improvements now or in the future through new revenue sources, and what it would take (in terms of conditions and communication of need) before people were willing to support such revenue sources.

When asked about the planning efforts of PART he commented that many residents of the Town are not aware of the transit planning that is underway. This is primarily because they do not perceive that this planning will have an impact on them (they are not likely to ride the service and nor are there current plans to include service into Stokesdale).

When asked how important this regional strategy is to the Town of Stokesdale and the Triad, he commented that he doesn't believe that at the present time it's not critical to the future success of the Triad region. Nor is it likely to have an impact on the Town.

When asked whether Stokesdale residents would be willing to support the development and operation of regional rapid transit he responded: Most are not going to be willing to support unless there is a direct benefit to them. Support for roadway improvements would be on a case by case basis. People want to see local action in order to support additional funding.

Partnership Challenges (NCDOT, MPO, Elected Officials, Staff, Community Groups)

9. If there are changes to the current vision and course of action, do you think elected officials, community groups and jurisdiction staff will support these changes?

The pointed out that planning can be a moving target and that efforts should be made to focus on implementing the current plan. However, we should reevaluate our priorities (how can US Hwy 220 still be a two-lane road given all of the growth in the corridor?).

10. What partnerships do you believe are necessary to assure success?

They will be developing a "Committee of 100" to address the future growth concerns of the community and to identify the necessary partnerships and issues that will ensure their continued success.

11. How good do you feel the relationship is between your community and the MPO? How could it be improved?

There has been little dialog between the Town and the MPO. They would like to be formally invited to become members of the MPO and become regular participants. They currently don't have a vote on the TAC. County representation on the TAC is not an adequate substitute for voting membership of the Guilford County towns. There is a desire to become a full voting member of the MPO.

12. How good do you feel the relationship is between your community and the NCDOT Division 7

Current relationship is good, but he questions if it's adequate. The Mayor has had positive conversations with representatives of NCDOT about specific issues. However, would like to see the process improved (reduce the response time and streamline the roadway implementation process). He would also like to the see communication with NCDOT enhanced so that when project work occurs within the Town limits, the town is consulted during decision-making and informed prior to the project initiation.

Public Information Opportunities

13. Citizen Informational Workshop
    Two more rounds of workshops to inform the public of the progress of the study and to obtain public input will be sponsored. The next workshops are scheduled for February, 2004 (locations to be determined). The workshops will be informal opportunities to present project information and encourage one-on-one discussions between project staff and the public. Can you help us with the promotion of these workshops?

    c. Who should we contact for this assistance?

       Town Clerk: Carolyn Joyner

14. During the Plan update, newsletters will be produced and distributed. Can you assist us with the distribution of this newsletter?

    Yes, the Mayor would like the town to assist with the distribution of the newsletter. Contact Carolyn for details.

Greensboro Urban Area Long-Range Transportation Plan Update

ELECTED OFFICIAL INTERVIEW SUMMARY

Interview participant: Mayor Ray Combs, Town of Oak Ridge
Interview conducted by: SMS
Interview date: 1-12-04

PERCEPTION OF THE EXISTING LOCAL TRANSPORTATION ENVIRONMENT

1. Do you perceive a congestion problem within the Study boundaries?

When asked about congestion within the study area Mayor Combs focused his comments on the Town of Oak Ridge and the vicinity. He responded that there is one major congested corridor in his town: NC 68.

- Something needs to be done to improve NC 68
- Things will get worse when I-73/74 is implemented
- There's no real by-pass especially for truck traffic
- The proposed connector road from PTIA to Winston-Salem should help

4. What do you think would help to address these congestion problems?

a. The Mayor was uncertain about a specific remedy for these congested locations but did reference the addition of turn-lanes at strategic intersections along NC 68
b. He also mentioned that widening the corridor will be difficult given the historic properties and geology of the area
c. Feels that widening is likely the only solution but questions whether there will be a need when I-73 is implemented
d. He mentioned that NCDOT plans on making improvements but isn't aware exactly what the improvements are…he would like for NCDOT to communicate with their council about improvements prior to work being conducted.

3. The MPO and its regional partners have proposed several major new roadways in the airport area (show a map). What do you think about this plan, and what is your perspective on the best way to connect the airport to the region?

- The Mayor conceded that the airport area is important to the future of the region but was unaware of much of the planning that had taken place, Town of Oak Ridge was not included in this planning
- From what he understands, the proposed road improvements don't pass through Oak Ridge and therefore he isn't too concerned about them
- He is concerned about the new interstates planned for the area
- Concerned that the county has jurisdiction and that the NW area plan is not specific enough to deal with the anticipated growth that will result

4. Do you perceive a traffic safety problem within the study boundaries? If so, what do you think would help address the problem?

- Definitely a problem along NC 68, many deaths and accidents in recent years
- Entering and exiting around the Old Mill site should be a priority
- Speed limits should be reduced to 45 mph max through the city limits and 35 in some locations
- Feels that we need to ease difficulties associated with the permitting of traffic signals along the corridor,
    - Bunch Road @ NC 50
    - E. Harrow @ River Oaks
    - Alcorn Rd @ Pleasant Ridge Road (new elementary going in)

5. We are hearing a lot from the community about the need for more sidewalks, bikeways and trails. How important do you think these should be in the study area?

The Mayor noted that there are no pedestrian or bicycle facilities in Town. He likewise communicated that there is not likely a strong demand for them given the low density development pattern of the community. However, he did mention that sidewalks are desired along NC 150. Other comments included:

- They have a local ordinance requiring them in the historic district
- Would prefer to see walking trails or greenways rather than sidewalks
- NC 150 is the only place where there is a strong demand for a sidewalk
- There aren't any sidewalks in the current town limits
- The public has not mentioned sidewalks as a priority in their community

6. What is your vision for growth and development in the study area (and for their community) in the next 10 years?

- The Mayor noted the next 10 years are likely to produce continued low density residential growth. They hope to diversify the style of development with different housing products but seek to maintain an affordable housing element. They will remain a bedroom community.
- Due to their lack of utilities they don't foresee non-residential growth
- They already have all the commercial land use that they'll need for quite some time

7. Collector Street Plan & Connectivity

- The need for collector plan / any particular concerns or issues in their community
- The need for greater local street connectivity in their area

After briefly describing the collector street plan element of the LRTP and the benefits associated with street connectivity the Mayor offered the following comments:
In general the Mayor commented that this sounds like a good idea, but the following should be considered:

- Terrain can be difficult and needs to be considered when developing the plan
- Swim Club connection was a bad experience – they denied the swim club from connecting to a local neighborhood street (neighborhoods tend to oppose connectivity)
- Need to consider what and how you connect to different land uses
- Very positive for emergency response vehicles
- Greatest opportunity will be with new development of large tracts of land

- Glad to hear someone is developing a plan, it should be done

8. PART, Regional Rapid transit, and Public Transportation Improvements
   - The need to improve local and regional public transportation and the best way to do it
   - Whether or not they expect that the public would be willing to increase local funds for transportation improvements now or in the future through new revenue sources, and what it would take (in terms of conditions and communication of need) before people were willing to support such revenue sources.

   - When asked about the planning efforts of PART he commented that many residents of the Town are not aware of the transit planning that is underway. This is primarily because they do not perceive that this planning will have an impact on them.
   - Incomes are too high in Oak Ridge and people live too far away for citizens to believe that they will benefit.
   - They are not likely to ride even if service is extended to their area
   - Doesn't feel that its important to the future of the Triad to have rapid transit service
   - Oak Ridge residents are skeptical of the benefits and fear that the cost are too high
   - Feels its unlikely that Oak Ridge residents will financially/politically support

Partnership Challenges (NCDOT, MPO, Elected Officials, Staff, Community Groups)

- Most Oak Ridge residents are of the opinion that what Greensboro wants Greensboro gets
- Greensboro holds all of the cards and resources and therefore Guilford County is largely controlled by Greensboro
- There are very few real opportunities for partnerships when it comes to the MPO, Greensboro, and the small towns in the county
- Oak Ridge would like an active role in the MPO (even a vote on the TAC)
- Would like to see improved communication between NCDOT and the Town. There needs to be some kind of regular communication with mayors or council to inform them of local NCDOT project work and maintenance activities. There is nothing worse than getting calls from residents and we don't know the answer.

Greensboro Urban Area Long-Range Transportation Plan Update

ELECTED OFFICIAL INTERVIEW SUMMARY

Interview participant: Mayor Jeanne Rudd, Town of Sedalia
Interview conducted by: SMS
Interview date: 1-12-04

PERCEPTION OF THE EXISTING LOCAL TRANSPORTATION ENVIRONMENT

1. Do you perceive a congestion problem within the Study boundaries?

When asked about congestion within the study area Mayor Rudd focused her comments on the Town of Sedalia and the vicinity. She responded that there is one major congested corridor in this town: Hwy 70 (Burlington Road).

- This especially a problem when there is an accident, construction or delays on I-85.
- This our community's connection to the rest of the world, we all drive on it every day.
- Concerned about what will be done trough the middle of town given the historic properties (Charlotte Hawkins Brown Memorial and school).

2. What do you think would help to address these congestion problems?

- The Mayor was uncertain about a specific remedy for this corridor but did mention that there are a few locations where turn-lanes could be used to improve the situation.
- She is concerned about impacts to historic properties and doesn't want to see the corridor widened through the middle of town.
- The 70 bypass (south of Sedalia) is something they are interested in seeing implemented but they are uncertain about where it should go
    - Would relieve congestion going to and from Greensboro

3. The MPO and its regional partners have proposed several major new roadways in the airport area (show a map). What do you think about this plan, and what is your perspective on the best way to connect the airport to the region?

- The Mayor was not too familiar with the planning that has taken place around the airport, but didn't feel that it had much of an impact on the Town.
- She mentioned that the biggest improvement for their residents will be the construction of the Urban Loop which will reduce travel times to the airport as well as many other destinations around Greensboro.

4. Do you perceive a traffic safety problem within the study boundaries? If so, what do you think would help address the problem?

- Once again the Mayor referenced Burlington Road as the location with the greatest problems
- The state needs to reevaluate the use of passing zones (not certain if they make things better or worse)
- The speed limit throughout the town should be reduced to 35 mph to improve safety
- The new museum needs to have slower traffic so that people can find it, more turning traffic during off peak periods
- We do not want widening of Burlington Road to be considered an enhancement or safety improvement, need to find another way (bypass)
- They still have a number of roads in the town that are dirt/gravel, she would like to see these roadways paved

5. We are hearing a lot from the community about the need for more sidewalks, bikeways and trails. How important do you think these should be in the study area?

- The Mayor noted that there are no pedestrian or bicycle facilities in Town. She likewise communicated that there is not likely a strong demand for them in the town.
- Sidewalks and bicycle lanes are an extremely low priority
- Since the county changed the way that tax revenue distributed the town is focused on other priorities

6. What is your vision for growth and development in the study area (and for their community) in the next 10 years?

- The Mayor did not envision a rapid growth rate but did say she is uncertain what the future will hold
- They would like to grow more and faster, but without Greensboro cooperation (providing water and sewer service) this is unlikely to happen
- With Stony Creek to the east and the Urban Loop to the west, it's possible that Sedalia may grow (but not without water and sewer).
- She referenced the Guilford County area plan as the plan which the Council recognizes as representative of the area's future vision

7. Collector Street Plan & Connectivity
- The need for collector plan / any particular concerns or issues in their community
- The need for greater local street connectivity in their area

After briefly describing the collector street plan element of the LRTP and the benefits associated with street connectivity the Mayor offered the following comments:
- This is a good idea especially for emergency response
- They look to the County to enforce connectivity and subdivision review
- Most subdivisions seem to do a good job but she recognizes that most of the newer development in other areas of the County aren't interested in connecting
- What about mobile home parks? Would they be connected?

8. PART, Regional Rapid transit, and Public Transportation Improvements
- The need to improve local and regional public transportation and the best way to do it

- Whether or not they expect that the public would be willing to increase local funds for transportation improvements now or in the future through new revenue sources, and what it would take (in terms of conditions and communication of need) before people were willing to support such revenue sources.

- The Mayor feels that regional rapid transit is important to the future of the Triad
- Could have a positive impact on Sedalia if they are connected to a future system
- Many elderly people in her community would benefit
- Referenced the success of Atlanta's MARTA system
- She lived in Atlanta for a number of years and understands the difficulty of gaining support for and implementation of regional transit service
- She cautioned that the revenue stream needs to be collected in a way that is not perceived to impact "regular people" not sure what source is best, but it would be difficult for people in Sedalia to support if its perceived as an undue burden (unless they stand to benefit directly from it).

Partnership Challenges (NCDOT, MPO, Elected Officials, Staff, Community Groups)

- Most of the NCDOT representatives have been a pleasure to work with (although they don't always agree)
- Would like to get some kind of regular communication about what DOT is doing in and around the town
- Want to be kept informed "Mayor's are expected to know everything that's going on" especially in a small town
- Even a letter or some kind of correspondence before work begins would be nice
- Would like to know more about the MPO, what they are responsible and how they can help Sedalia (requested presentation to their Council)
- Would like to be placed on a mailing list for the MPO if they aren't already
- All correspondence can be sent to the Town Clerk (Cam Dungee)

SECTION 2: TTA INTERVIEW

Greensboro Urban Area Long-Range Transportation Plan Update

TTA INTERVIEW SUMMARY
Triad Transportation Association Meeting

Meeting Summary:

The Triad Transportation Association (TTA) meeting was held Thursday, January 29, 2004 @ 6:30 pm in the Kimley-Horn Conference Room. The goal of the meeting was to involve the freight industry in the planning process for the Greensboro Urban Area and to identify any concerns of the industry.

The following were in attendance:

Name	Organization
Donald Breault	Lydall / TTA
Pat Phillips	Service By Air / TTA
Stephen Stansbery	KHA
Jonathan Guy	KHA

The meeting began at 6:30 p.m. Stephen Stansbery welcomed those in attendance and began the meeting. A brief overview of the LRTP planning process followed.

Mr. Stansbery began the meeting by asking Mr. Breault about TTA and its purpose. Mr. Breault gave a breif overview of TTA and its purpose. Mr. Breault stated that TTA has approximately 80 members which is composed of 70% freight carriers, both regional and long haul, and 30% shippers, global and national. The Board of Directors meets quarterly throughout the year. Their objectives are as follows:

1. To promote greater knowledge of traffic and transportation among its members by holding informal discussions of traffic and transportation related matters at all regular meetings.
2. To foster and promote the exchange of information, experience, ideas, and cooperation among its members.
3. To foster academic and practical transportation advancement.
4. To develop an appreciation of the transportation profession as a motivating factor in industry and commerce.
5. To instill and encourage justifiable professional consciousness among those engaged in transportation and traffic management.
6. To encourage young people of ability to enter and remain in the field of transportation and traffic management.

The TTA Leadership is as follows:

Don Breault	President	Lydall Thermal /Acoustical	336-468-8520
Bill Turbyfill	Vice President	Reich Logistics	800 299 4787 x 1016
Claude Derushia	Treasurer	Resco Prod.	336-299-1441

Pat Phillips	Secretary	Service By Air	336-668-3433
Roy Johnson	Webmaster	I-Inc	336-449-3206
	Past President	ABF Freight Systems	336-996-6841
Bert Bennett	Board Member	Sunset Pacific	800-992-4893
Darlene Boyce	Board Member	Saia	336-574-0616
Debbie Handy	Board Member	Target Logistics	336-665-0140
Jim Patterson	Board Member	Reich Logistics	800-299-4787

Mr. Stansbery continued the meeing by asking a series of questions to Mr. Breault and Ms. Phillips. Mr. Stansbery asked the attendees to compare Grensboro to other cities. Ms. Phillips stated that transportation projects such as I-40 and Bryan Boulevard have improved transportation in Greensboro. Mr. Breault said that Greensboro is positioned strategically in the state as well as the east coast for shipping. Greensboro does not have the congestion that Charlotte or Raleigh has. Furthermore, it has great access to Interstates and US Highways. Mr. Breualt stated that Greensboro is viewed as one the largest distribution areas on the east coast. It is easier to ship goods from Greensboro than Virginia, Atalanta, Georgia, and southeast Ohio. Mr. Breault stated that Airport Area is a major area to focus on for distribution with the Fed-Ex hub installation.

The second question asked was, “What corridors in the area need improvement?” Ms. Phillips responded that drivers try to avoid the confluence of I-40 and I-85 during peak hours. Congestion and merging and diverging traffic are difficult for drivers to traverse through. Mr. Breault said that US 220, NC 68, and Wendover Avenue are problem corridors as well.

<u>Problem Corridors:</u>
- NC 68
- I-40
- US 29
- Wendover Avenue
- US 220

Mr. Stansbery asked the group “What elements of design need to be incorporated or removed from future roadways to better accommodate freight movements?” Mr. Breault stated that medians, landscaping, and narrow lanes can be difficult for drivers to negotiate. These elements should not be in industrial parks. Tractor trailers should be considered in design if development will be receiving or shipping goods. Ms. Phillips stated that ramps need to have appropriate design speed posted and proper superelevation. If superelevation is too severe or not enough, load shifting can occur in a trailer which can cause the trailer to topple. The are typically only issues along truck routes and within shipping destinations (i.e., industrial parks).

The group was presented a series of maps as well as the Airport Area Transportation Study and asked about the importantance of specific transportation projects. “What transportation projects are priority to the freight and shipping industries?” Mr. Breault responded that transportation improvement projects around the airport should be a priority. With the proposed Fed-Ex hub, freight movements in the area will increase. Mr. Breault stated that for every truck that Fed-Ex is proposing to utilize, we should multiply that by 50% to account for the spin-off industires / development that will arise. The

airport area study appears to be reasonable. In additon to the airport area, interstate highway connections should be a priority to increase movement throughout the region. The final question asked of the group was, “What concerns related to the importance of regional transit does the fright industry have to the Triad’s transit future?” Ms. Phillips stated that transit will not have a profound effect on the freight industry. If it is successful in the area it will make shipping easier by the reduction of vehicles on the road. TTA is not concerned with transit, their priorities are highway development. Although they recognize that rapid transit may make this area more competitve and attractive to industry.

Mr. Stansbery thanked the attendees for their participation and adjourned the meeting. The TTA meeting concluded at 7:30.

SECTION 2: ADDITIONAL CORRESPONDENCE

From: Ann Stringfield [mailto:infocrofters@triad.rr.com]
Sent: Wednesday, January 07, 2004 7:36 PM
To: Email, Gdot
Subject: Greensboro Urban Area MPO Transportation Needs

Mr. Sovich,

Many of the residents of the southwestern quadrant of the Fisher Park neighborhood (which forms the northwestern boarder of downtown Greensboro) are concerned that traffic and parking to/from a proposed new stadium at Bellemeade, Lindsay, and Eugene will adversely effect the quality of life in our neighborhood, especially those of us who live on North Eugene, Fisher, Smith, Florence, Cleveland, Victoria, and Simpson Streets.

I have participated in one of GDOT's planning meetings last autumn, and realize most of the upcoming planning meetings mention large projects in outer areas.

I request that at some point in the near future (this Spring?) we meet together with GDOT to express our concerns and hear opportunities for traffic and parking changes downtown that have already and will continue to be effected by the proposed new stadium.

Fisher Park residents are the *strongest* supporters of mixed-user residential/commercial redevelopment of downtown Greensboro, evidenced by our personal investment to stabilize residential housing immediately adjacent to downtown Greensboro. And as neighbors raising families in this downtown neighborhood, we feel our concerns can be addressed by GDOT.

Are you the person we should meet with, or Adam Fischer, or whom do you recommend?

Thanks very much!

Ann C. Stringfield
of InfoCrofters
1005 North Eugene Street
Greensboro, NC 27401-1612
WebSite www.infocrofters.homestead.com
Office Phone 336-370-0457
FAX and Home Phone 336-273-1393
Email infocrofters@triad.rr.com
InfoCrofters is an Authorized Reseller of Inmagic and BookWhere software products and provides training and consultation with those products.

From: Scott Lilly [mailto:scottman1000@hotmail.com]
Sent: Thursday, January 08, 2004 10:07 AM
To: Email, Gdot
Cc: Robbie Perkins
Subject: Fw: Greensboro Area Transportation Needs

Please find attached a Word document I'd like to submit for the below solicitation....

Thanks,
Scott Lilly

[Text of attachment follows]

Thursday, January 08, 2004

D. Scott Lilly
3407 Overton Drive
Greensboro, NC 27408

Jeff Sovich
Greensboro Department of Transportation
300 West Washington Street
P.O. Box 3136
Greensboro, NC 27402-3136

Mr. Sovich:

I attended the November 3rd transportation meeting at the Depot. I appreciate the opportunity to make our concerns known and I'm pleased you're soliciting input from the public. I'd like to suggest an idea.

For a city termed "The Gate City" with a growing logistical and transportation industry, roads will be the single most beneficial infrastructure improvement our government can do to make our city more attractive to business and successful in its growth. The loop will be great for getting around our city. However, there surely need to be some dedicated routes going THROUGH our city. I've seen those routes outlined in a few documents. But I am concerned that we're not being smart about our short term and long term plans.

I propose we dedicate one high-level city transportation planner to do nothing but make our intersections more efficient. This is a very small investment that will yield very high returns. It is clear to me that our city has gotten "cheap" in recent years. We like to use wider roads and more stoplights rather than investing in bridges and overpasses. For example, traveling west on Wendover Ave. from Hill Street to Clifton Road, the route is very efficient using only 2-3 lanes. However, once you get to the Clifton Road stoplight, the road widens to 4-6 lanes and it's nowhere near as efficient. What is notably different? The bridges and overpasses have been replaced with stoplights and intersections! Sure, land use is a factor but who approved the curb cuts? Who can plan service roads? Who is it that missed an opportunity to install a clover leaf at the I40/Wendover Ave interchange rather than install 3 stoplights while that intersection was being completely reconstructed? Who can we appoint to make it their job to make Wendover Ave. have more efficient intersections?

I know there is a huge amount of planning and surveying that goes on to construct new and improved roads. I worked at Sutton-Kennerly & Associates for 4 years and have seen first hand all the work involved. But there's always room for improvement and we too often just live with what we've got. Even a perfectly planned project needs revision after completion because of the changes the project itself created. I'm CERTAIN we can get another 30% out of our existing roads if we improve the efficiency of our intersections!

Let's figure out where we can use medians to make a road more efficient. Let's find some stoplights that don't really need to be there and take them out. Let's consolidate some intersections or eliminate some. Let's develop – not widen – some of our major roads to be more efficient.

Improving our intersections is a way to improve our roads now with immediate relief for low cost. I believe we can get a 30% increase in efficiency by improving intersections. When we have done a better job with intersections, only then will widening roads and doing other improvements make sense. Otherwise we'll just be making the problems worse and harder to fix.

I know this city is trying to get out of the suburban sprawl mode and into a more dense population. Investing in a highly efficient metropolitan area will attract more people toward the city's center. People sprawl because they don't want to be "stuck" in a traffic jam and favor something wide open where they don't have to wait on 26 blocks of traffic lights to get somewhere.

It's hard to support new projects before we make the best of what we already have. I'm not sure how the transportation department is staffed down there but I can come up with 10 ideas for 10 intersections that can get you started if you like. The first step in determining which projects pay off most is determining the average cost of the public's time.

If you consider that the average pay for people who live in Greensboro is $30,000/year, then their pay rate per minute is $0.24. (You'll have to find out what the average really is.) If you can identify an intersection where 2,000 people/day pass through and those 2,000 people average 2 minutes at that intersection, the cost to the public at that intersection is $961/day or $350,886/year. Now if you can eliminate that intersection by investing $400,000, it will pay for itself in just over a year! I propose we should invest as much as FIVE years. That would mean it would be feasible to spend $1,754,330 to eliminate an intersection that "costs" our public $350,866/year in lost time.

If we do this kind of analysis at every intersection, then all the 2-mintue-waits I get in my 25 minute commute to work are reduced and I get to work 10 minutes faster each day. That saves me 60 hours/year that I don't have to spend in my car! I would be VERY appreciative of that result! And if you published monthly in our local papers the intersections that we're investing in and the projected time savings per intersection, I'm sure the public would always have a place to find good news.

Example:

January's public intersection improvement program includes the following projects:

Project	Investment	Congestion	Improvement	Complete
Battleground/Westridge Overpass	$2,700,000	4,200 people	90% time reduction	8 months
Battleground/Martinsville Stoplight Removal	$60,000	4,600 people	98% time reduction	2 weeks
Wendover/Clifton Rd. Stoplight Removal	$80,000	9,800 people	99% time reduction	2 weeks

Thanks again for soliciting my opinion. I hope you find my comments helpful.

Sincerely,
D. Scott Lilly

From: GDent [mailto:GDent@triad.rr.com]
Sent: Tuesday, January 13, 2004 8:41 AM
To: info@greensboroconnects.com
Subject: Re: Transportation Needs Assessment

I would like to mention the need to tie in transportation planning for the new Civil Rights Museum in Downtown Greensboro. I don't know how there can be a connection between the ball park, the new downtown park and the museum - but we need to provide walking and transportation and bicycle access - and we need parking for tour busses and visitors.

I think we need a cone mills museum, too. A textile museum that would show the history and manufacturing process - and innovations in those processes - would be a great tourist attraction, I believe. Look at what Hershey has done and Corning Glass.

We have the water park as an attraction in the summer and we need to add enough other attractions to make Greensboro a full-day or a full week tourist attractive community for the 70 million baby boomers that are nearing retirement - and I am one of them!

One big area that we have not developed for seniors is our colleges and universities. The elder courses are a big hit and the sales of expensive motor home "coaches" provides a means for seniors to travel to a community and stay there for several days, several weeks or several months. We need to provide transportation planning for the parking of motor homes for tourists and provide such things as dumping stations. A tie in between colleges and universities and museums and athletic and recreational facilities will make us a "seniors friendly" tourist attraction. But we need a place to park all those big coaches and then shuttles or golf carts or bicycles, etc, (and safe paths and trails) to get them to and from tourist sites and other facilities of interest.

Remember, university campuses are full and there is almost no parking. So we need university conference centers. NC A&T and UNC-G should build such a conference center at their new "school for the deaf" site and tie in use of Brian Park for parking Motor Coaches.

The Family Motor Home Rallies attract 5000+ coaches so there is a big market and it is getting bigger every day. Those coaches new cost between $200,000 and $500,000 - give or take a few thousand. So, you are not talking about poor people. And these are people that have already earned their money, for the most part.

I hope this is helpful at generating some big, innovative, creative and synergistic ideas.

Gary Dent

From: Lynda Cock[SMTP:LLC860@TRIAD.RR.COM]
Sent: Wednesday, January 14, 2004 9:28:02 PM
To: Email, Gdot
Subject: Proposed bike lanes

As a mother of an avid biker, I am very much in favor of bike lanes being added to Greensboro's landscape. I have watched with fear and awe as my son has "pioneered" in riding his bike to work as his statement of care for the earth and in keeping pollution down. As a younger generation comes along who is interested in helping keep the cars from choking the roadways and the cars from polluting the atmosphere that their kids will breath, I think we need to be forward looking and make sure that they have safe places to bike. Bike lanes will also encourage more riders.

Another reason that I think Greensboro needs bike lanes is because of the large student population who would be more prone to ride bikes if there were a safe place to do so. Our large immigrant population also would benefit from bike lanes and better public transportation.

For myself, at age 63, I probably won't be riding a bike to work, but I would like to see our bus system made more user friendly. When I decide to ride a bus, I have to stand in weeds or wet grass to wait for the bus. There is no covered area to protect from the elements nor a seat on which to wait. I am particularly concerned about the area around Wal-mart where there seems to be a need for bus transportation, but not a safe place for waiting or sidewalks to get to the bus area. Also look at Battleground near the new CVS and Lowes. One really has to be dedicated or desparate to risk getting to the bus areas. (No "walk" lights to allow a person to cross that jungle of an intersection.!)

Mass transportation and alternative transportation are definitely arenas that Greensboro needs to look at quickly.

Lynda L. Cock
3059-A Pisgah Place
Greensboro, NC 27455

From: John Cock[SMTP:JPC2025@TRIAD.RR.COM]
Sent: Thursday, January 15, 2004 4:49:48 AM
To: Email, Gdot
Subject: Biking in GSO

GDOT:

I'm definitely behind a new biking priority in Greensboro. Build paths and begin a Greensboro Bike Week like in Charlotte, which my son helped to start. Get the City and County officials to ride to work that week. Symbolic leadership making a statement is key.

John P. Cock
PO Box 38432
Greensboro NC 27438
Tel:(336)404-0660
Fax:(336)282-1557
http://www.johnpcock.homestead.com

Written Comments Submitted Thursday, January 22, 2004 by
Ms. Jody M. Dietrich
10 Prairie Trail, Unit B
Greensboro, NC 27410-9095

1) Bike lanes on secondary roads at least & on connector roads in order to help people bicycle to work, school, shopping, recreation, church. Greenways are important also, but for people trying to ride their bicycles for transportation, greenways are inadequate (at least in Greensboro they are – too much land has already been set aside for roads – not feasible to also build a greenway system that would be adequate for transportation purposes for cyclists).
2) Improve safety for pedestrians & bicyclists; creation & enforcement of laws to protect pedestrians & bicyclists, in order to see that people will slow down & yield to pedestrians & bicyclists in order that they not be in great danger at busy intersections. Pedestrians, especially the elderly, cannot cross intersections safely.
3) Make changes to significantly reduce the amount of aggressive driving & speeding, e.g.: charge violators for these crimes & increase the penalty/fine levied. Especially concentrate on residential roads & major corridors.
4) I know that effective planning is essential to quality transportation. However, it seems that there is so much planning. Is it all coordinated such that there is not overlap in planning? Such that the shorter term plans (3 years) are part & parcel of the long range plans (30 years)? If there is duplication of efforts, or if the short term plans do not feed into the long term plan, eliminate duplication & correct the short term plan to fit the long term plan.
5) Thank you for getting all the public input in this process. Please incorporate it into Greensboro & Guilford County's transportation plans.
6) The state of NC in recent years pays $2.1 billion per year in Medicare & Medicaid moneys for obesity – related expenses, i.e.: obesity is a costly public health problem. Find a way to get monies for pedestrian & bicycle improvements, using the criteria that these improvements are necessary for good public health. Of course, this should not be the sole means of funding these improvements. Significant % of transportation $s are supposed to be allocated to bicycle lanes/facilities & pedestrian safety and this has been policy for over a decade.
7) To quote from the Greensboro Urban Area LRTP Public Involvement Summary:
   Round 1: "Let's set a goal: make Greensboro the most bicycle & pedestrian friendly city in the south. This will bring the economic development we need."
   "Roads very loud – need more noise walls [or other noise moderators] especially near neighborhoods on existing facilities."
   "Protect small town & rural character from transportation impacts."
   "2030 is a long time – future inventions could solve a lot of problems." I agree – please keep current & incorporate such inventions into our plans.

"Don't take any more farmland for homes."

Thank you again & good luck.

From: GDent [mailto:GDent@sabis.net]
Sent: Friday, October 31, 2003 4:35 PM
To: Sovich, Jeffrey
Subject: RSVP

Thanks for the reminder, Jeff.

I will plan on attending. Sometimes I have to respond to immediate computer problems and can not always make it to meetings I intend to attend. I will do my best.

How will the meeting be structured? I don't feel that I have a grasp of all transportation needs in Greensboro. My main focus is on Horse Pen Creek Road since that is the area where I live and have observed so much development over the past 10 years and expect that growth will continue over the next 10 years.

I am unhappy that there is not parallel development of our streets and highways in unison with the development of housing, schools, institutions, and business establishments.

I am also an advocate for a variety of kinds of mass transit; bicycling, walking and golf-cart (electric vehicle) paths; monorails; electric trolleys; van and car pools I would like to see transportation options or choices for children attending charter public schools since I work with a Charter School. I keep reminding people that Charter Schools are public schools of choice under the laws of North Carolina.

I would like to see large scale property developers - residential and commercial - be required to take on responsibility for making improvements to road, streets, curb and gutter, sidewalks, street lights, bicycle-walking-electric vehicle paths, provide for park and ride lots, bus stops and provide protected,comfortable waiting space for public transit users.

The number of people that go from Greensboro and surrounding areas to the ocean each week certainly should justify examination of creative mass transit possibilities.

Another thing I am interested to know is why projects are added to the Transportation Plan (Like Horse Pen Creek Road) and never acted upon and are then replaced by some other project.

Well, those are some of my thoughts. I hope there will be some opportunity for creative and non-traditional ideas to surface that will hold some possibility for future improvement to our transportation needs. We need some first steps.

Kind regards,

Gary Dent

From: Scott Lilly[SMTP:SCOTTMAN1000@HOTMAIL.COM]
Sent: Tuesday, November 04, 2003 9:27:20 AM
To: Email, Gdot
Subject: Last night's DEPOT Transportation meeting

I was invited and attended the meeting last night at the Depot. I was also invited to participate in the development in future issues. I started to write a lengthy e-mail about my thoughts and opinions. Then it became obvious to me that the topics I have concerns with would be better addresses in a face-to-face meeting. I understand that there are opportunities to have interviews on the topic of transportation issues. How can I get an appointment? I'd be happy to come to the MMOB for this interview/meeting. I'd like to meet with someone who develops the plans and traffic changes such as the Costco project on Wendover Ave.

D. Scott Lilly

From: Marlene Pratto [mailto:lwvpt@yahoo.com]
Sent: Tuesday, November 04, 2003 10:32 AM
To: Sovich, Jeffrey
Subject: RE: Transportation Plan Dinner Meeting

Oh, sorry. I don't know where my paper mail went. I was too late getting home last night to attend.. will try for another day. Are these the correct dates for the next meetings? Nove 11 at Greensboro Sportsplex, Nov 13 at Melvin Municipal Office Building and Nov 18 at Northwest High School and Nov 24 at Pleasant Garden Community Center. I will put them in the newsletter I am doing right now.

I have conflicts for every meeting that is scheduled. Bummer. I am in favor of sidewalks everywhere and bike paths that are safe. Greensboro streets are not safe for bikers.. they need a "stripe" of their own so cars stay out of it. I also think we need a different kind of mass transit. An older League member suggested a van that could be more, in old words, "Demand Responsive" transportation for those unable to drive. The van would take cash or credit cards so no change would be needed. That would be a good feature for buses, although I know you can buy multi ride cards.

Vans are better than cabs because they can be equipped with grab bars for getting in or have folding steps for the less agile.

Many of us would walk more places if we could get there safely. I am close to Friendly shopping Center, but trying to cross Green Valley is a dangerous proposition. Trying to cross Friendly to get to the sidewalk on the other side is also a real trick.

I hope someone has some really creative ideas (I just listened to Florida).

Meanwhile I will put the meetings in the newsletter. I hope plans can be revised before 30 years are up since 30 is too long to consider when we may have other means of transportation by then (hopefully!).

Do you want written responses from those unable to attend meetings? Should we send them to you? Address? I think a couple of Leaguers will write.

Ellen is out of town.

Cheers, Marlene

From: Glenn Peters [mailto:komrade_schadenfreude@yahoo.com]
Sent: Wednesday, November 05, 2003 12:56 PM
To: Meyer, Tyler
Cc: McKinney, Craig
Subject: GDOT plan update/ bicycle coalition input

Tyler and Craig,

First of all, thank you for dinner. My thoughts on the development of the plan lead me back to the meeting for the late great bicycle route mapping project, the funding for which was swept away and only slightly more likely to be found than WMD. I remember that there was discord at that meeting because much of the room was thinking "globally" and wanted a more elaborate bicycle plan that #1) wasn't addressed in the omnibus transportation plan, and #2) $75K just wasn't going to buy.

A transportation plan that lacks a bicycle plan as a distinct set of pages is, in fact, incomplete. One speaker at the meeting on the 3rd brought up Seg-way transporters; I have seen Austin PD tooling around on those. I am also seeing something that looks like an electric Vespa. These too are similar to size and speed to a bicycle and they are likely to increase as part of the transportation mix.

I would have liked to have perceived more input in the plan coming from the local Wheelmen. [I know there are so many special interests to consider.] I would recommend reaching out to this group to see representation at the local breakout meetings. I could do this myself, if I knew some of the contacts.

This is forwardable email, so please share with your other staff and KHA contacts. I look forward to, at least, seeing you again at the south meeting on the 20th.

Glenn Peters

Transcription of Voice mail message from George Heard [sp?] to Tyler Meyer.
Monday, November 10, 2003

I am very much concerned about this long range transportation plan, and would like to make a suggestion and that is that any plan be reviewed by the police department and the fire department specifically with their ability to veto any part of the plan that they feel is unsafe or unwise. Then when the plans themselves are finished, I would like to see the plans themselves turned over to the police department and over to the fire department, with again the authority by them to put a great big red X against anything that they feel is unsafe or unwise. We've got things like Bryan Boulevard's east end joining another street and being one of the greatest hazards I've ever seen designed by any human being with the original road dumping off into Bryan Boulevard and right into a guard rail on the far side. It

was a stupid design and the police department and the fire department both have an interest in this. There's also another mess that they have made that the fire department took fifteen minutes to get five fire trucks through the concrete that has been poured in front of the Wesley Long Hospital to make a walkway. That definitely should have been a walk light with no concrete in the road. You can't even get a wide truck through the thing. And it's much too dangerous to have the outer area [recording unclear, possibly "out of area?"] of emergency vehicles trying to get to the hospital having to pass through that opening that has been left in the street in front of Wesley Long Hospital. We need [undiscernible] and boy that light is fast. It's unsafe and it was stupid to put it there. We need a traffic light that they can push that turns the light red on the street and gives them time to walk to the middle. If they can't make it all the way, you could put in another spot out there that they could go on across. But that one lane wide turn lane that has been blocked by concrete was an idiot that designed it and then put in more in the driving lanes next to the curb makes it impossible to turn into the driveway across the street from the hospital and is just closing the lanes down to the point that a large vehicle cannot get through. My idea is somebody needs to get a bulldozer fast and get that crap out of the way. It's too dangerous to have it there; you can't see it at night and you can't see it especially at sundown coming from the north to the south. There's no way to see that dad blasted concrete in the middle of the road that you're running into because you've got the sun hitting you in the eyes and you also have the reflection from the walkway cover at Wesley Long Hospital. It reflects like mad, it's a difficult place to drive because of the sun, anyway.

[Recording time ended, but Mr. Heard may have continued speaking.]

From: Marlene Pratto[SMTP:LWVPT@YAHOO.COM]
Sent: Friday, November 14, 2003 9:36:42 AM
To: Email, Gdot
Subject: Public Transportation
Auto forwarded by a Rule

I can't make any of the scheduled meetings. I have a conflict for each.
I do want to reiterate my request for sidewalks. I think street crossings for pedesttrians in busy areas, such as around Friendly Shopping Center, should be zebraed. More of us would walk if it were safer.
Second, I think all new housing areas should have sidewalks. I was in Denver recently (a northern suburb). Modest new homes there had sidewalks on both sides of the street. This can be done!
Third, more people would bike if they were safe and more drivers and walkers would like to see bikers protected by having their own marked lanes.
Buses are good.. especially if they could be smaller and more often and take credit cards. Let's get moving in new old ways.
Sincerely,

Marlene Pratto
105 Ridgeway Drive
Greensboro 27403

From: FKDoost@aol.com[SMTP:FKDOOST@AOL.COM]
Sent: Friday, November 14, 2003 7:25:29 PM
To: Email, Gdot
Subject: Long Range Transportation Plan
Auto forwarded by a Rule

I received a notice of the meetings only late November 10. The first meeting was on the 11th. Perhaps this had been in the paper, but the public workshops are going to be important, so would you please make sure that the next round is more clearly publicized. I am unable to attend any of this year's meetings because the notice came so late, but I think it extremely important that citizens have input.

I would encourage that sidewalks be thought about seriously. The kinds of development, i.e. Wendover, High POint road emphasize car traffic only-- to even go from place to place, one cannot do it except by car-- because there is no foot access. There are certainly places where there is not enough room to add sidewalks, but all new development should include this and I think that there would be many places already developed that would benefit from sidewalks. The access to walk makes an important statement. Likewise, the areas where there are sidewalks need to be protected from the sun-- trees provide shade, but they also provide help with the pollutants from cars.

I would encourage public transportation also-- and while it is expensive because we have such a large area, if provisions are not made that are realistic in terms of the time (presently to get to GTCC from many areas requires going downtown, then out HIgh POint Road-- two hours) people will not use public transportation. It will take our society considerable refocusing to use public transportation, so this "advertisement" will have to part of the campaign. If it is just the "poor" who use public transportation, we are making a very strange statement, indeed!

Respectfully,

Kay Doost,
1618 Marion STreet,
Greensboro, NC 27403

From: damianop@leaders.ccl.org[SMTP:DAMIANOP@LEADERS.CCL.ORG]
Sent: Wednesday, November 19, 2003 1:12:37 PM
To: Email, Gdot
Subject: Planning
Auto forwarded by a Rule

I'm very excited to see Greensboro thoughtfully embark on such an inititative. I do believe that bike paths should be an integral part of any truly comprehensive transportation plan.

Paul R. Damiano, Ph.D.
Senior Program Associate
Center for Creative Leadership
One Leadership Place
Greensboro, N.C. 27438-6300

phone: 336-286-4592
fax: 336-286-4555
damianop@leaders.ccl.org

From: Dan Jones[SMTP:djones@solutionariesinc.com]
Sent: Monday, December 01, 2003 12:10:01 PM
To: Email, Gdot
Subject: LRTP
Auto forwarded by a Rule

To Whom It May Concern:

I was unable to attend the Meeting on the 24th concerning the LRTP. Having taken up riding road bikes I find the road to be very hazardous and not bicycle friendly. I would hope that the city of Greensboro would make an effort to provide roads that are bike friendly. Otherwise we can continue down the road of being known as one of the most unfit cities in the United States http://www.news-record.com/news/local/gso/menshealth_111003.htm but then being on the top of the list for sprawl.

Best regards,

Dan Jones
Business Development Manager
Solutionaries Inc.
2311 West Cone Blvd., Suite 228
Greensboro, NC 27408
P:336.379.0442
M:336.327.4646
F:336.273.8352
www.solutionariesinc.com

From: Asher Ellis[SMTP:BIKEGREENSBORO@YAHOO.COM]
Sent: Wednesday, January 14, 2004 8:05:06 AM
To: Email, Gdot
Subject: written comments
Auto forwarded by a Rule

To Whom It May Concern:

It is an issue of concern to me that our community is able to improve our air quality in order to retain Federal Transportation funding. In the news several measures have been introduced to the public with ways the city can reduce its air emissions. Some of the measures local governments have taken involve buying hybrid cars, using cleaner fuels, and adding bus stops to encourage mass transit. These remedies are only going to be effective for government vehicles. I am not saying that these measures are bad, because they are not. But unless we can find a way to gain private sector participation in measures that contribute to a solution, we will not meet our goals. Not everyone will change, but I believe if there were a request by the City Council for support, a significant amount of the public would respond.

The idea I am writing to propose is a program to add bike lanes to some of our busier surface streets. I have been a bicycle commuter for a year now, and I can tell you from first-hand knowledge that the biggest deterrent that most people have to riding in town is contention with automobile traffic. I believe that Greensboro has a large bike-riding population that would be willing to commute to work or play at least a few times a week. If this is true, then the only obstacle stopping them is a safe route to travel.

This community could see many benefits if a program such as this were to be instated in our city. Some of these benefits include:

- Improved air quality due to a significant decrease in automobile emissions
- Encourage riding for the health of the citizenry
- Retention of federal transportation dollars because of air quality compliance
- Safer travel for bicyclists and motorist alike
- Happier motorists that do not have to risk liability for hitting cyclists
- Happier cyclists that do not fear being hit by cars
- Well-maintained roads paid for with federal support
- Proactive measures to increase our citizens' quality of life
- Progressive program that will improve our city for years to come

The only real drawback to this program would be the expense, although if the program keeps us from losing federal transportation money, that would offset some of the cost. There could also be a timetable set up for implementation. One method of doing this would be to add the bike lane to a given street at the same time that street is scheduled to be repaved. A method such as this would help to minimize the costs of implementation.

I have thought more about this idea and how it may be implemented. Please contact me with any questions or comments that you may have about how we could move forward with this plan. I can be reached at bikegreensboro@yahoo.com, or 314-0967. I live at 2518 Woodview Dr. in the Guilford Hills subdivision in Greensboro. Thank you for your time, consideration, and service to our community.

Sincerely,

Asher Ellis

From: lreed@guilford.edu[SMTP:LREED@GUILFORD.EDU]
Sent: Wednesday, January 14, 2004 7:34:42 PM
To: Email, Gdot
Subject: bike lanes and Long Range Transportantion Plan
Auto forwarded by a Rule

to whom it may concern:

the LRTP is the best opportunity to make a difference and provide safer as well as more environmentally friendsly transportation in greensboro. This should be important to your public policy regardless, but evenmoreso because many greensboro residents feel strongly about this issue, and that not having bike

lanes is a problem, especially with the growing number of students in the city. As a voting constituent I hope you take this letter and others seriously.

thank you

From: Nc..erik [mailto:hoekstraeb@yahoo.com]
Sent: Monday, February 16, 2004 9:51 AM
To: Email, Gdot
Subject: Modification to GSO transportation Plan

I have reviewed the adobe file showing the proposed connection and grade separation of Thatcher Road and Pegg Road over I-40 west of NC 68 and the extension of Hornaday Road to Chimney Rock Road, with a grade separation at the proposed Urban Loop.

I heartily endorse both modifications to the plan. The former is needed as a backup connector should NC 68 suffer a traffic blockage. With its excess of traffic, NC 68 needs ways of diverting traffic. The connection of Pegg and Thatcher Road is a logical movement. Some days I use Sandy Ridge Road to avoid NC 68 at I-40.

I also endorse the extension of Hornaday Road to Chimney Rock Road. The extension would allow diversion of traffic from the Guilford College Road crossing of I-40 to a point west.

I would like to see a schedule date for the extension of Bridford Parkway north over I-40. The Guilford College Road bridge crossing over I-40 needs relief.

Sincerely, Erik Hoekstra

> From: McKinney, Craig
> Sent: Monday, February 16, 2004 11:20 AM
> To: 'hoekstraeb@yahoo.com'
> Cc: Meyer, Tyler
> Subject: RE: Modification to GSO transportation Plan
>
> Mr. Hoekstra,
>
> The schedule for the Bridford Parkway Extension project is tentatively set for construction to begin in 2008. A public hearing on this project is pending and likely to occur this Spring. It is possible that the Hornaday Road Extension could begin before the Bridford Parkway Extension project.
>
> Thank you for your support.
>
> Craig McKinney
> Transportation Planner
> Greensboro Department of Transportation

P.O. Box 3136
Greensboro, NC 27402-3136
(336) 373-4184

From: Rick Spencer[SMTP:RLSPENCER1@EARTHLINK.NET]
Sent: Friday, February 27, 2004 8:06:57 PM
To: Email, Gdot
Cc: Mark_Gatehouse@vfc.com
Subject: 2030 LRTP input, Greenway Trailheads and parking
Auto forwarded by a Rule

Dear Sirs:

With the Strawberry Road parking access to the Greenway Trail becoming a popular and sometimes overcrowded location, I would like to suggest a bike trail/lane along Strawberry Road. This would give the many communities such as Hillsdale Lakes, Polo Farms, Polo Trails, Lochmere and Stable Ridge a ***safe*** option to riding the shoulders of Strawberry Road to reach the trail head...and potentially reducing the amount of parking space requirements for same. It is my understanding that folks tend to drive to the trail head vs. biking or walking due to heavy traffic and narrow shoulders on Strawberry Road. The pending extension of the Greenway north of Strawberry Road has tremendous potential and will further attract hikers and bikers from these and other communities, adding to the desirability of a bike trail/lane to this junction. If you deem this suggestion to have merit, I would be glad to help in anyway I can to make it happen.
The following link shows the location of mention...you can copy and paste to your browser and then zoom out one step for proper size.
http://www.mapquest.com/maps/map.adp?location=cZr9bcwvj%2fKU9ge2OangvGgP0SZK42Hl%2bxwsJGI4WTejQxqblilYShdVWON3bemvJ2VDCQ7jBDRbsN9NnNxJkQBdZ7NSUW%2bLYppJZ5rxbMmanFoDX5ezBjXNsnA%2bs3Bf&address=Strawberry%20Road&city=Summerfield&state=nc&zipcode=27358&country=US&addtohistory=&submit=Get%20Map

Thanks for your consideration in this matter.

Rick Spencer
(h) 336-643-6335
(c) 336-430-6228
rlspencer1@earthlink.net

From: Stansbery, Stephen
Sent: Tuesday, March 02, 2004 9:02 AM
To: 'Meyer, Tyler'
Cc: Sovich, Jeffrey; McKinney, Craig
Subject: Sedalia Meeting

Last night Craig and I attended the Sedalia Town Council meeting. We presented background information about the MPO and the LRTP planning process. In addition, we provided handouts from the first and second rounds of public involvement. Given the format of their meeting, we didn't have the

opportunity for small group discussion but we did have time for questions and answers. I attempted to make some notes as questions and answers were provided:

- How will this plan affect Sedalia?
- Is there a chance that this plan will be impacted by the current poor economic conditions?
- Bethel Church Road and Hwy 70 both need the speed limit reduced…we've petitioned NCDOT but have not been successful.
- Sidewalks and safe crossing areas are needed along Hwy 70 (around the school and museum - in front of Town Hall and post office).
- We were of the understanding that all secondary roads would be paved in Guilford County…there are still a number of roads in and around Sedalia that need to be paved. This should be a priority. We have asked NCDOT numerous times, but have not been successful. (Craig committed to contacting NCDOT regarding the current priority list for street paving and will forward on to the council). The issue of paving dirt roads was mentioned 3 times in the course of the Q & A.
- Hwy 70 from Wendover Ave east to the county line needs to be widened ASAP. There is more traffic out here than people think. People continue to use this route as a connection between Burlington and Greensboro. There has been a lot of development that is approved (including Brightwood) that will have a profound impact on traffic. This should be a high priority. We heard multiple comments about the need to widen Hwy 70.
- We understand that when Hwy 70 is widened it will likely need to be relocated around the historic section of Sedalia…where will it go? (Craig provided an aerial and asked the council to think about where they believe the road should go and committed to a follow-up meeting to work with the town on a preliminary alignment.) Councilman Clarence Meachem will be the contact for the Town on this matter (phone # 336.449.1132)
- Boone Valley Road should be paved in association with Brightwood Subdivision project.

In addition, we left a questionnaire and asked that they return it to Cam (town clerk) who will fax them to me for incorporation in the round 2 comments. We communicated that a final round of meetings will be held in April and that we would send a meeting notice to Cam for general distribution.

We spend about an hour with the Council and the audience. They asked good questions and have interest in participating in the final round of meetings.

Stephen M. Stansbery, AICP
Kimley-Horn Associates

COMPLETE SOURCE DATA

SECTION 3:
Workshop Invitation
Workshop Handout

Greensboro Urban Area 2030 Transportation Plan

Long Range Transportation Plan

Round 2 - Public Workshops

You are Invited!

The Greensboro Urban Area Metropolitan Planning Organization (MPO) invites you to attend the second round of public workshops for the 2030 Long Range Transportation Plan (LRTP). The purpose of these meetings is to reaffirm what we heard from the public during the first round of public involvement and to communicate a series of transportation choices for the future. **Your input is valuable to the development of the plan!**

Plan Area & Scope:

The planning area includes much of Guilford County, including the City of Greensboro and the Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield. The MPO involves the City, the County, NCDOT, area Towns, and Triad regional partners in transportation planning for the area.

The plan will: 1) assess future roadway, public transportation, bicycle and pedestrian facility, and rail needs; 2) refine investment strategies in light of anticipated future resource availability and limitations; and 3) address a range of public policy issues regarding the future transportation system.

Upcoming Activities:

The second round of workshops includes four meetings spread throughout the study area for your convenience. A final round of workshops will be held in the Spring of 2004. Plan adoption is anticipated in Summer 2004. **You are encouraged to participate throughout the planning process!**

Who Should Attend?

- Anyone that drives, bikes, walks, or rides public transportation
- Anyone interested in commerce and the movement of goods
- People interested in shaping the future of their community and the transportation system

Where and When

Central:	February 16 4:30 - 7:00 PM	Greensboro City Hall Council Chambers Melvin Municipal Office Building 300 W. Washington Street, Downtown Greensboro
North:	February 18 6:00 - 8:00 PM	Summerfield Elementary 7515 Trainer Dr., Summerfield, NC
South:	February 19 6:00 - 8:00 PM	Pleasant Garden Elementary 4833 Pleasant Garden Rd., Pleasant Garden, NC
East:	February 23 6:00 - 8:00 PM	Madison Elementary 3600 Hines Chapel Rd., McLeansville, NC

For more information, please visit the MPO website at www.greensboro-nc.gov/LRTP
You may contact the MPO staff at gdot@greensboro-nc.gov or (336) 373-2332.

Comments may be sent to Attn: LRTP to the website or e-mail address listed above or via fax to (336) 412-6171

Vision Statement:

"Develop and maintain a safe, efficient, and environmentally friendly, sound transportation system that provides convenient choices for accessing destinations throughout the Triad, including well-integrated transit, pedestrian, and bicycle linkages."

Project Goals and Objectives

- Increase the safety and security of the transportation system for motorized and non-motorized users.
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation and improve quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Expand opportunities for alternate modes of travel especially transit, walking and bicycling
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system.

Greensboro Metropolitan Planning Organization

Greensboro Urban Area 2030 Transportation Plan

Greensboro Urban Area 2030 Transportation Plan

2nd Newsletter

February 2004

Greensboro Urban Area Transportation Plan

Project Update

2003 has come and gone but work on the Long Range Transportation Plan continues. The highlight of last year's effort was our opportunity to talk with the community about transportation goals and objectives. During the month of November we conducted our first round of public involvement. This included a kickoff meeting at the Historic Depot in downtown Greensboro as well as a series of four workshops held at various locations throughout the county. Our efforts also included a transportation phone survey of Guilford County residents. Finally, in December, we conducted interviews with elected officials throughout the county including city and town mayors.

In addition to community involvement activities, the project team has evaluated existing and future year conditions using the triad regional travel demand model. This modeling exercise has identified existing deficiencies and predicts the location of likely problems in the future. The direction that we received from the public as well as the feedback from the model has empowered the project team with the ability to develop alternative strategies for consideration. These alternatives, accompanied by supporting strategies will be presented for consideration during the second round of public involvement taking place in February 2004.

Round 1 Summary:

During the first round of public involvement the following was accomplished:

- Outreach involved over 170 participants in public workshops
- Combined Phone Surveys for City and County included 1200+ participants
- 50 written questionnaire responses
- Interviews with 6 mayors and chairman of Guilford County Commissioners as well as other stakeholders

A copy of all of the materials from the first round as well a summary of public comments and feedback can be found on the Transportation Plan Web Site.

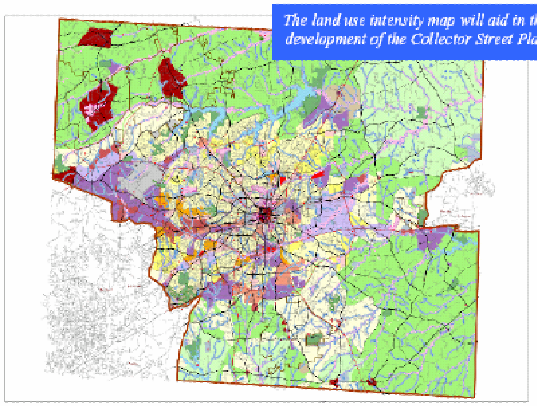
While participants represented a variety of perspectives, some overarching themes resonated throughout the first round. In general, we clearly heard the following priorities:

- Enhance bicycle and pedestrian accommodations
- Improve transit service throughout the urban area
- Preserve small town character
- Maintain acceptable commute times by adding new roadway capacity
- Improve maintenance of roadways
- Enhance local street connectivity

Using community feedback and input form the project's technical committee, a vision statement and list of project goals and objectives were developed. A complete list can be found on the back side of this newsletter. As the planning process continues, concepts and alternatives will be evaluated for consistency with these statements.

Evaluating Choices

As work on the transportation plan continues the project team will be considering the use of various transportations strategies. In order to test the impacts of these ideas, a series of scenarios have been developed. The scenarios are best expressed as a package of projects. The first scenario evaluates the performance of the ***Existing and Committed*** projects. These are projects that have been funded or are committed as a part of a local or regional strategy. It assumed that the draft transportation plan will include this set of projects given their significance and financial commitment... A second scenario has been developed which evaluates a ***Highway Focus***. In this scenario, the committed projects are included as well as additional highway improvements intended to address the worst congestion locations. This scenario demonstrates the likely outcomes of a singular focus for the future: building and widening highways. Under the Highway Focus, there are no enhancements to transit, bicycle and pedestrian accommodations, or uses of technology (ex: computerized signal system). As an alternative to the Highway Focus, an ***Alternative Focus*** has been developed which includes significant expansion of local bus service, regional transit, improved local street connectivity, technology improvements, as well as expanded bicycle and pedestrian accommodations. The focus of this strategy is on alternate modes of travel and uses of technology as opposed to building additional highway capacity. These alternatives will allow a comparison of relative performance amongst the various scenarios. Participants during the 2nd Round of workshops will be presented performance characteristics for each scenario. The project team will use feedback from the public workshops to influence decisions-making when developing the draft Plan.



The land use intensity map will aid in the development of the Collector Street Plan

What's Next?

Over the next few months the LRTP process will continue to evolve and consider both technical analysis, input from the technical committee as well as feedback from the second round of public workshops to develop a draft long range transportation plan. This plan will take the form of a series of transportation maps, policy recommendations, and investment strategies. During the month of March a collector street plan will also be prepared. This plan will be linked to land use by considering existing and future development intensity throughout the County.

The project team will conduct a series of public workshops in April where the draft Thoroughfare Plan as well as Collector Street Plan will be presented. Air quality conformity analysis for the urban area and financial planning will also take place during this time frame.

Comments may be sent "Attn: LRTP" to the website or e-mail address listed below, or via fax to (336) 412-6171. If you are interested in receiving regular updates and participating in planning activities, please contact us to let us know:

www.greensboro-nc.gov/LRTP

Greensboro Metropolitan Planning Organization

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