

## Chapter 12

### Action Plan

The chapter compiles the recommendations of each element of the 2035 LRTP Implementation of these recommendations will be contingent upon a wide range of external factors, including but not limited to: actual future funding availability, socio-economic trends, emergent technologies, political pressures, and environmental impacts.

### Policy Recommendations

#### Safety and Security

- Reduce the number of fatalities and decrease the economic impact from highway-related accidents
- Encourage City and NCDOT implementation of bicycle and pedestrian improvements, services, and programs
- Encourage local governments to participate in, and continue MPO participation in, bicycle and pedestrian safety education and outreach activities
- Continue use of incident management patrols, coordination with law enforcement agencies, and implementation of safety and mobility projects by the City and the NCDOT to respond to safety trends and issues
- Address roadway operational issues on routes receiving significant freight movement, including roadway geometry, intersection configurations and capacity
- Work closely with the NCDOT Rail Division on planning studies and project development activities for rail safety projects, including rail grade-separations at targeted locations
- Encourage GTA to secure funding for full-time cameras on all buses
- Encourage GTA to secure funding for automated vehicle locator system
- Encourage GTA to contact the Greensboro Fire Department and Guilford County EMS regarding security and emergency preparedness plans, and ensure that all are familiar with bus basics and are aware of the Depot's layout
- Suggest GTA develop and execute at least one emergency exercise annually

- Encourage the City to continue to implement bicycle parking and encourage its installation by developers, business owners, schools, and other institutions
- Transportation and operational agencies should continue to coordinate with the *Guilford County Multi-Jurisdictional Hazard Mitigation Plan*
- Transportation and operational agencies should continue to work closely with Guilford Metro 9-1-1

#### Roadway

- Apply context-sensitive design to reduce community impacts
- Include bicycle and pedestrian accommodations in all roadway projects
- Promote street connectivity

#### Transit

- Extend transit services to activity centers
- Enhance the attractiveness, convenience and efficiency of transit services
- Support effective regional transit with strong local transit
- Explicitly consider transit in land-use planning and development
- Coordinate transit facilities with roadway improvements
- Use pedestrian & bicycle projects to support public transportation service
- Identify new markets for transit and how best to serve them
- Engage transit in specific long-range planning

#### Bicycle and Pedestrian

##### Urban

- Continue the aggressive program to retrofit sidewalk installation onto major streets
- Improve pedestrian crossings at busy intersections
- Incorporate bicycle accommodations into annual resurfacing program

- Incorporate trail system into bicycle /pedestrian networks

### **Rural**

- Add wide paved shoulders existing roads to accommodate bicycles/pedestrians
- Expand bicycle route system to connect with surrounding counties

### **Freight**

- Implement an Intermodal Management System
- Increase use and availability of intelligent transportation systems to reduce time trucks spend in congestion and ensure efficient, timely movement of goods

### **Travel Management**

- Continue to update the Congestion Management Process document before each LRTP

### **Environmental**

- Review environmental and demographic maps and impact matrix at the beginning of project studies
- Coordinate with resource agencies throughout the development of transportation plans and documents

### **Financial**

- Continue to monitor transportation funding needs
- Identify shortfalls in funding sources and strategies to fill gaps
- Seek alternatives and innovative ways to fund transportation improvements

### **Air Quality Conformity**

- Continue to support and implement strategies approved by the EAC
- Prepare for future air quality standards (NAAQS) and additional measures to clear the air that may be needed to comply

### **Coordination of Local, State and Federal Plans**

- Ensure transportation needs are coordinated with the following plans:
  - GUAMPO Comprehensive Transportation Plan
  - Greensboro Comprehensive Plan and

### **Neighborhood and Area Plans**

- Guilford County Comprehensive and Area Plans
- Town Plans (Summerfield, Stokesdale, Oak Ridge, Pleasant Garden)
- Strategic Highway Safety Plan (Federal and State)
- Seamless Mobility Study (PART)
- Coordinated Human Services Transportation Plan
- Mobility Greensboro (GTA)
- State Transportation Plan
- Strategic Highway Corridors Initiative
- Greensboro Urban Area Bicycle, Pedestrian and Greenway Master Plan
- Winston-Salem MPO LRTP
- High Point MPO LRTP
- Burlington Graham MPO LRTP

## **Action Item Recommendations**

### **Roadway**

- Continue partnering with NCDOT to construct projects identified in the LRTP to meet current and future travel demand
- Continue partnering with NCDOT in the early development of environmental documents for projects identified in the LRTP
- Continue to expand and update data used for the travel demand model, including behavioral travel surveys, freight movement studies, and through-trip travel studies

### **Transit**

#### **Service Improvements**

- Extend service to activity centers
- Implement cross-town routes to provide service between destinations without stopping downtown
- Increase the frequency of service on existing routes
- Establish park-and-ride lots along major corridors
- Implement a downtown circulator service

#### **Marketing/Information**

- Continue partnerships with colleges and universities to sustain funding for HEAT while maintaining and increasing its ridership gains
- Expand marketing to help existing and future

riders use public transportation

- Expand partnerships with businesses to enhance ridership base
- Increase the number of outlets where transit information can be accessed and where bus passes may be purchased

### **Infrastructure/Technology**

- Focus on essential infrastructure, such as high-quality buses, shelters, and customer information
- Continue coordination with City staff regarding the sidewalk improvement program, emphasizing access to bus stops and sidewalk connections from bus stops to major destinations
- Provide real-time customer information at the Depot and at key bus stops
- Use the Internet extensively to distribute transit information, display real-time rider information, and facilitate trip planning in coordination with other Triad providers
- Consider alternative-fueled vehicles including hybrids for future vehicle purchases

### **Transit and Land Use**

- Encourage transit-oriented development and transit-supportive development through appropriate policies and procedures in local development ordinances and the development review process
- Consider the impacts of parking policies on transit ridership and how to adjust those policies to promote transit use

### **Transit Planning and Coordination**

- Update the long-range transit plan for GTA and create a long-range transit plan for PART
- Continue and expand regional coordination efforts and work toward enhanced funding sources for regional transit services
- Continue coordination of human service transportation
- Continue participation with efforts to plan and implement the Southeast High-Speed Rail project

### **Bicycle and Pedestrian**

- Implement recommendations of Greensboro Urban Area Bicycle, Pedestrian and Greenway Master Plan
- Continue to expand and fill in the sidewalk

network, focusing on high priority links, accessible ramps, and removal of obstructions

- Include sidewalks and bicycle facilities in all new roadway projects except on controlled-access facilities
- Improve pedestrian crossing conditions through expanded pedestrian signals and high-visibility crosswalks at high-volume locations
- Cooperate with local partners (Greensboro, Guilford County, High Point, Winston-Salem and surrounding towns) to expand the use of shared-use paths throughout the Triad
- Develop an updated bicycle suitability and route map for the combined urban areas (Greensboro, High Point, Burlington) to include all of Guilford County on one map

### **Freight**

- Continue to expand the highway system to provide improved access and circulation around major transportation corridors
- Continue to make investments within the vicinity of the Piedmont Triad International Airport (PTIA) as outlined in the Airport Area Plan, Heart of the Triad Comprehensive Plan, and Thoroughfare and Collector Street Plans
- Coordinate needed improvements to meet the advancements of the PTIA logistical hub, and proposed Air Logistics Hub and Piedmont Triad Aerotropolis
- Implement an Intermodal Management System
- Coordinate with NCDOT on the development of future rail improvements
- Closely coordinate area roadway planning with freight objectives, including access and mobility in the context of other community planning objectives

### **Travel Management**

- Continue system monitoring efforts and expand the collection of peak-hour vehicle travel speeds
- Continue to expand, through PART and GTA, a travel demand management strategy focusing on larger employers in the region
- Accelerate funding to implement improvements to the local and regional transit system, including the construction of appropriately located park-and-ride lots

- Continue to collect roadway geometric data for new roads and expand traffic-volume data collection to cover more of the network
- Coordinate development of the Congestion Management Process (CMP) with the congestion- and safety-related intersection improvement programs of the City of Greensboro and NCDOT
- Encourage NCDOT to continue the incident management and motorist assistance program on the existing interstates in the region and expand the system onto the new interstates as they open to traffic
- Continue joint efforts with NCDOT to monitor the regional transportation system
- Continue expanding and enhancing management systems that are already in place
- Continue to collect vehicle travel-time data on roadways in the CMP network
- Implement real-time travel-time information for upcoming destinations using freeway vehicle-miles traveled

### **Asset Management**

- Reexamine strategic goals
- Assemble inventories of assets (physical and human resources) with valuation and condition information
- Establish quantitative performance measures for assets and for how well strategic goals are being met
- Collect multimodal usage information
- Link asset management to the budget process
- Work with MPO member agencies and statewide partners on establishing data compatibility, interoperability and metadata standards

### **Environmental**

- Minimize impacts to environmental resources and minority and low-income populations through systems-level project analysis
- Continue serving as a merger team member for NCDOT projects
- Work with statewide partners to support and develop a statewide data system

### **Financial**

- Support efforts to increase federal and state

revenue for transportation projects in the area

- Vigorously pursue a future transportation bond referendum as needed to supplement state and federal funds, particularly for roadway safety, intersection improvements, widening, repaving, pedestrian access, shared use paths, aesthetics, intelligent transportation systems, signal systems, and transit improvements
- Continue to support local funding programs sufficient to obtain state and federal full-funding grant agreements for planned transit projects
- Continue to aggressively fund sidewalk, trail and bikeway investments

### **Air Quality Conformity**

- Continue to work closely with federal, state, and local agencies in addressing air-quality requirements
- Continue to support organizations such as PART and the Early Action Compact in implementing strategies to improve air quality
- Continue to address air quality through a regional effort by working with the other Triad MPOs