

CHAPTER 12 Action Plan

The chapter compiles the recommendations of each element of the 2040 MTP. Implementation of these recommendations will be contingent upon a wide range of external factors, including but not limited to: actual future funding availability, socioeconomic trends, emergent technologies, political pressures, and environmental impacts.

Policy Recommendations

Safety and Security

- Continue and explore efforts to reduce the number of fatalities and to decrease the economic impact from highway related accidents
- Continue to encourage City and NCDOT implementation of bicycle and pedestrian improvements, services, and programs
- Encourage local government 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 live monitoring of full time cameras on all buses
- Encourage GTA to continue efforts to secure funding for AVL system
- Encourage GTA to continue contact with 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

- Encourage GTA to continue to execute at least one emergency exercise annually
- Encourage GTA to provide bike lockers at the Depot
- Encourage the City to continue to implement bicycle parking and encourage its installation by developers, business owners, schools, and other institutions
- Encourage Transportation and Operational agencies continue to coordinate with the Guilford County Multi-Jurisdictional Hazard Mitigation Plan
- Encourage Transportation and Operational agencies 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
- Transit specific long-range planning;

Bicycle and Pedestrian

Urban

- 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

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

Freight

- Implementation of 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 MTP

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

- 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 Transportation Corridors Initiative
- Greensboro Urban Area Bicycle, Pedestrian and Greenway Master Plan
- Winston-Salem MPO MTP
- High Point MPO MTP
- Burlington Graham MPO MTP

Action Item Recommendations

Roadway

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

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 GTA 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 GTA 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 GTA 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 (BiPed)
- Continued expansion and infill of the sidewalk network, focusing on high priority links, ADA compliance ramps, as well as 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
- Implement a yearly sidewalk maintenance program to ensure accessibility
- Implement a greenway resurfacing program

Freight

- Continued expansion of the highway system to provide improved access and circulation around major transportation corridors
- Continued investments within the vicinity of PTIA as outlined in the Airport Area Plan, Heart of The Triad Comprehensive Plan, Thoroughfare and Collector Street Plan
- Coordinate needed improvements to meet the advancements of the PTIA logistical hub, and proposed PTI Air Logistics Hub
- Implementation of 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 Coordinate and implement methods

of keeping the regional consumer aware of the importance of freight and freight flow in the region

- Establish and maintain communication with NCDOT Logistics Office concerning proposed regional “Freight Villages” studied and recommended for the region in the “Seven Portals Report” from the NC Governors Logistics Task Force

Travel Management

- Continue the 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 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 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 utilize funding like CMAQ to fund and implement projects that mitigate negative air quality impacts
- Continue to address air quality through a regional effort by working with the other Triad MPOs