

# APPENDIX B

## Public Involvement

# Appendix B: Public Involvement

## Public Participation Efforts

General public involvement efforts related to the 2040 Metropolitan Transportation Plan (MTP) are summarized below. The Greensboro Urban Area MPO followed its Public Participation Plan (PPP, available at [www.guampo.org](http://www.guampo.org)). The PPP is a flexible framework for public participation on all MPO plans and studies and was developed in consultation with stakeholders and members of the public. Because of its broad coverage and long-range nature, the MTP public participation process was conducted in accordance with Tier 3 of the PPP, the most involved of the three tiers. Participation efforts are summarized below and in the Stakeholder Involvement Plan at the end of this Appendix.

During development of the document, public involvement included a public open house in February 2015 as well as in August 2015. The open house met the following considerations:

- The meeting time and its drop-in format allowed both those with traditional daytime work schedules and those with evening work schedules to attend.
- The location was near public transit, and the time was during public transit operating hours. The location was also located along a bicycle route.
- The building and room complied with the requirements of the Americans with Disabilities Act.
- Special services such as translation were available upon five business days' advance notice, in accordance with the policies of the City of Greensboro and the MPO. (These services were not requested.)

Methods of outreach for the meeting included public notice newspaper ads, a poster, bookmarks(**Figures B1 through B3**), and e-mail messages. These items contained the following information:

- Instructions for submitting comments and the due date
- Contact information for questions or additional information
- Information about the public open house (date, time, and location)
- A note regarding where to find additional information on the Internet
- Where possible, photos or renderings to attract interest.

The newspaper ads were submitted to one major newspaper, some small-town newspapers, and minority targeted newspapers. The newspapers included one that targets the African American community. The ads ran in the News-Record, Peacemaker, Northwest Observer, Southeast, and Kernersville News & Time.

Posters were submitted to regional and local transit services to be placed in administrative offices, at transit hubs, and onboard buses, where possible. Posters were also submitted for posting at all City of Greensboro public libraries, recreation centers, and parking decks.

Figure B1. A representative newspaper advertisement (ads varied based on publication).

**Greensboro Urban Area Transportation Plans**  
**OPEN HOUSE**  
Are you interested in Future Transportation Projects?

You are invited to learn and provide input on:  
2040 Metropolitan Transportation Plan  
2016-2025 Metropolitan Transportation Improvement Program  
BiPed Plan (Bicycle, Pedestrian, & Greenway)  
Triad Air Quality Analysis

**August 18, 2015**  
from 4:00 pm - 8:00 pm  
Melvin Municipal Office Building  
300 W. Washington St. Greensboro, NC 27401

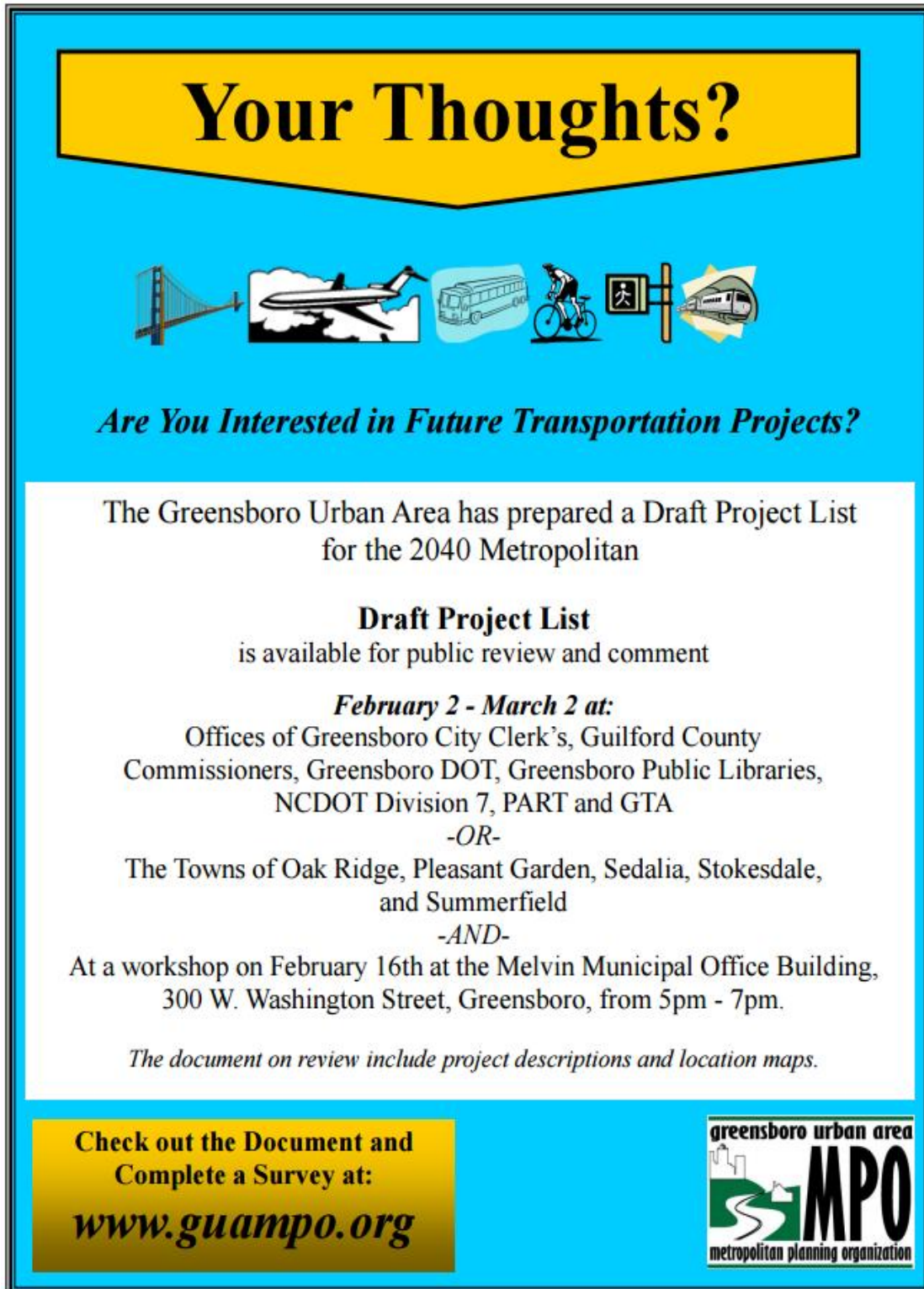
Can't make the meeting?  
Document and Survey available online August 14 @ [www.guampo.org](http://www.guampo.org)  
Public Comment Period August 14 until September 14 at:  
Offices of Greensboro City Clerk, Guilford County Commissioners,  
GDOT, NCDOT Division 7, NCA&T and UNCG Libraries,  
and all Greensboro Public Libraries

also available in Town Halls of Oak Ridge, Pleasant Garden,  
Sedalia, Stokesdale and Summerfield

or write to:  
Greensboro Urban Area MPO  
P.O. Box 3136  
Attn: MTP / BiPed Plans  
Greensboro, NC 27402-3136


For more information on all transportation plan updates,  
visit: [www.GUAMPO.org](http://www.GUAMPO.org) email: [guampo@greensboro-nc.gov](mailto:guampo@greensboro-nc.gov) call: (336) 373-4388  
Anyone in need of special services may call (336) 373-3117 one week in advance.

Figure B2. Poster used to generate interest for the MTP development open house.



The poster features a blue background with a yellow banner at the top containing the text "Your Thoughts?". Below the banner is a row of six icons: a suspension bridge, an airplane, a bus, a person on a bicycle, a pedestrian sign, and a train. The main text is centered and reads: "Are You Interested in Future Transportation Projects?", "The Greensboro Urban Area has prepared a Draft Project List for the 2040 Metropolitan", "Draft Project List", "is available for public review and comment", "February 2 - March 2 at:", "Offices of Greensboro City Clerk's, Guilford County Commissioners, Greensboro DOT, Greensboro Public Libraries, NCDOT Division 7, PART and GTA", "-OR-", "The Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield", "-AND-", "At a workshop on February 16th at the Melvin Municipal Office Building, 300 W. Washington Street, Greensboro, from 5pm - 7pm.", and "The document on review include project descriptions and location maps." At the bottom left, a yellow box contains the text "Check out the Document and Complete a Survey at: www.guampo.org". At the bottom right is the logo for the Greensboro Urban Area Metropolitan Planning Organization (MPO), which includes a stylized green and white graphic of a road and buildings, with the text "greensboro urban area MPO metropolitan planning organization" below it.

# Your Thoughts?



***Are You Interested in Future Transportation Projects?***


The Greensboro Urban Area has prepared a Draft Project List for the 2040 Metropolitan

**Draft Project List**  
is available for public review and comment

***February 2 - March 2 at:***  
Offices of Greensboro City Clerk's, Guilford County Commissioners, Greensboro DOT, Greensboro Public Libraries, NCDOT Division 7, PART and GTA  
-OR-  
The Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield  
-AND-  
At a workshop on February 16th at the Melvin Municipal Office Building, 300 W. Washington Street, Greensboro, from 5pm - 7pm.

*The document on review include project descriptions and location maps.*

Check out the Document and Complete a Survey at:  
[www.guampo.org](http://www.guampo.org)



greensboro urban area  
**MPO**  
metropolitan planning organization

Figure B3. Bookmark



During plan development, press releases were sent to media outlets (Figure B4). Representatives of the Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield were notified about the public open house via e-mail. E-mail notices were also sent to MPO technical and policy board members; representatives of stakeholder agencies; interested parties, including representatives of neighborhood and community organizations; and a large MPO contact list of roughly 3,000 e-mail addresses. Municipalities in the Piedmont Triad region but outside the MPO received notices for informational purposes.

MPO staff created a placard and newsletter distributed at the open house. This content included general information about the MPO, the MTP process, and MAP-21; information on each of the main elements of the plan; and comment instructions. Surveys at the meeting and online produced additional comments (summarized below).

The Draft MTP documents, including an executive summary in Spanish and Air Quality information, were available for review online and at the following locations: City of Greensboro Clerk's Office, Guilford County Commissioners' Office, GDOT Office, NCDOT Division 7 Office, Towns of Oak Ridge, Summerfield, Stokesdale, Sedalia, Pleasant Garden, and NCA&TSU library, UNCG library, and all Greensboro public libraries.

**Figure B4. Press Releases sent to local media.**



**CITY OF GREENSBORO  
FOR IMMEDIATE RELEASE**

Contact: Craig McKinney  
Phone: 336-373-4368

## **2040 Long Range Transportation Plan Draft Project List Public Information Workshop**

GREENSBORO, NC (February 11, 2015) – The City of Greensboro’s Department of Transportation will be hosting a 2040 Long Range Transportation Plan Draft Project List public information workshop at the Melvin Municipal Office Building, 300 west Washington Street, on February 23, 2015 from 5 PM to 7 PM; originally scheduled on February 16th. On display will be the list of projects with corresponding maps.

This will be the first public workshop for the 2040 Long Range Transportation Plan that is currently under development.

Staff from the Greensboro Department of Transportation and Metropolitan Planning Organization will present to answer questions regarding the projects listed and the development process for the 2040 Long Range Transportation Plan.

The public is encouraged to review the draft project list and provide comments. For those unable to attend information from the workshop will be posted at <http://www.quampo.org>. The period for comments extends through March 2, 2015.

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The City works with the community to improve the quality of life for residents through inclusion, diversity, and trust. As the seventh largest employer in Greensboro, the City has a professional staff of about 3,000 employees who maintain the values of honesty, integrity, stewardship, and respect. The City is governed by a council-manager form of government with a mayor and eight council members. For more information on the City, visit [www.greensboro-nc.gov](http://www.greensboro-nc.gov) or call 336-373-CITY (2489).

*The Greensboro Department of Transportation (GDOT) seeks to increase public safety and mobility through the effective planning and delivery of transportation services and operation of municipal transit. For more information about GDOT, contact us at (336) 373-GDOT (4368) or visit [www.greensboro-nc.gov/gdot](http://www.greensboro-nc.gov/gdot).*

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# # #



**CITY OF GREENSBORO  
FOR IMMEDIATE RELEASE**

Contact: Lydia McIntyre  
Phone: 336-373-3117

## **City Hosts Open House August 18 to Explain About Future Transportation Plans**

GREENSBORO, NC (August 12, 2015) – The City of Greensboro’s Department of Transportation hosts an Open House to explain to residents more about several transportation plans scheduled and to get input from residents about those plans. The open house is 4-8 pm Tuesday, August 18, at the Melvin Municipal Office Building, 300 W. Washington St. The plans include:

- [2040 Metropolitan Transportation Plan \(MTP\)](#) - Evaluates and identifies projects for roadway, transit, bicycle, and pedestrian modes from 2016-40.

- [2015 Bicycle, Pedestrian, and Greenway Master Plan \(BiPed\)](#) - Identifies immediate and long-term needs for bicycle, pedestrian, and greenway facilities within the Greensboro Urban Area.
- [2016-2025 Metropolitan Transportation Improvement Program \(MTIP\)](#) - Lists roadway, transit, rail, bicycle, pedestrian, and aviation projects in the Greensboro Urban Area scheduled for federal or state funding from 2016-25.
- [Triad Air Quality Analysis](#) - Analyzes projects reflected in the 2040 MTP and 2016-2025 MTIP and their impact on air quality. The analysis and results are included in the Triad Air Quality Conformity Determination Report.

Staff from the City's Department of Transportation and Metropolitan Planning Organization will be on-hand to answer questions about these projects and project documentation, which will be on public display. Documentation and a link to use to submit comments is online at [www.guampo.org](http://www.guampo.org). Comments on the projects are being accepted from August 14 to September 14 and may also be given in writing by sending to:

Greensboro Urban Area MPO  
PO Box 3136  
Attn: MTP/BiPed Plans  
Greensboro, NC 27402-3136.

# # #

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## Triad MTP Consultation Plan

The purpose is not only to meet the intent of the MAP-21, but to plan for a transportation system that protects and enhances the environment and the quality of life in our community.

*The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate, (1) a comparison of transportation plans with State conservation plans or maps, if available; or (2) a comparison of transportation plans to inventories of natural or historic resources, if available 23 CFR 450.322.*

We encourage the participation of the resource agencies throughout the development of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). The consultation plan is being developed for the MTP and TIP, and unless otherwise outlined consultation will be as follows:

- During the development of the MTP resource agencies listed in Appendix B were contacted to provide input during the following plan milestones:
  - Development of the vision
  - Development of tools and data needed
  - Development of base year data
  - Development of future year data
  - Development of draft plan
  - Adoption of final plan

Every agency will not be contacted for every milestone, but at the milestones where agency input will be significant.

- The Greensboro MPO will compare the existing and transportation plan in development to available maps, inventories, plans, policies and strategies as listed by the agency contacts. The MPO will document in writing the comparison of plans and provide to the resource agencies for review and comment prior to any decision points that might rely upon said data.
- The Greensboro MPO will provide the resource agencies with an outline or schedule for the development of the MTP.
- We realize that due to staffing and funding that at times participation may be limited however the MPO will use the US Postal Service, e-mail, website, telephone (conference call), private face-to-face and public meetings to ensure that our process is accessible to resource agencies.
- In addition, the Greensboro MPO will provide written notice to the resource agencies of upcoming public review meetings or public comment periods being held on the draft and final MTP and TIP, and air quality conformity process (if applicable).
- Amendments to the MTP and TIP requiring an air quality conformity determination and/or analysis (additions or deletions of regionally significant projects) will follow the same consultation notification as listed above.
- Resource agency comments, responses thereto, and changes to the MTP as a result of the comments will be posted on the Greensboro MPOs website ([www.guampo.org](http://www.guampo.org)) made available upon request, and published in an appendix to the MTP and TIP.

## NCDOA Letter

Metropolitan Transportation Planning

### Affects related to Agriculture

Agency: **NC Dept of Agriculture & Consumer Services**



North Carolina is losing its farmland at an alarming rate. Between 2003-2006 NC lost 300,000 acres of farmland and 5,500 farms to conversion. The critical mass is being lost to support our agricultural infrastructure that supports the agricultural economy. Properly maintained farmlands provide ground water recharge areas for most watersheds in NC. Properly maintained farms also provide the environmental services of clean air and wildlife habitat. When considering long range transportation plans that will impinge on agricultural lands; transportation authorities need to consider the effects on the following agricultural related activities and issues:

1. Location of Prime Farmland
2. Swine, Cattle, Poultry Facility Locations (housing locations, spray fields, transportation routes)
3. Multiple Tract Ownership
4. Access to, from and around Highways
5. Mitigation for loss of Farmlands

Infrastructure can have a negative and positive consequence on the agricultural economy of an area. Below is a list of needs and concerns that the agricultural industry has for infrastructure.

### Needs

1. Facilitate transportation to markets
2. Expand customer access to farms (agritourism, value added, u-pick)
3. Increase visibility of agricultural economy
4. Increase availability of services to rural communities
5. Decrease commute time to off-farm employment for family farmers
6. Increased economic activity of rural counties

### Concerns

1. Leads to urban growth (Heavner 2000)
2. Restricts access to parcels, fragmentation
3. Creates nuisance suits because of incompatible land uses (noise, manure, spraying, slow equipment)
4. Jeopardizes most valued soils due to conversion threats
5. Increases land values prohibit new farmers from joining farming industry, prospective development value can increase land by 80%
6. Increased pressure from water and land use restrictions (etj regs, town ordinances)

As North Carolina grows, we need to look at ways to mitigate for the loss of farm and forestlands. Below are a few tools, listed in order of permanence and aggressiveness, which local governments can use to mitigate and preserve their farmlands.

## Mitigation

1. Voluntary Agricultural Districts
2. Enhanced Agricultural Districts
3. Conservation Agreements
4. County Wide Farmland Protection Plans
5. Agricultural Zoning
6. Agriculture Development Projects
7. Conservation Easements
8. Purchase of Development Rights Programs
9. Transfer of Development Right Programs

## **Stakeholder Involvement Plan: 2040 MTP**

### **Background**

The Greensboro Urban Area [MPOs Public Participation Plan](#) (PPP) was adopted in February 2014. It provides the basis for the stakeholder participation activities for the 2040 Metropolitan Transportation Plan (MTP). Stakeholders are defined as a resident, affected public agencies, public transportation representatives, private transportation providers, public transportation advocacy groups, persons with disabilities, and freight providers.

- The purpose of the update is to comply with federal conformity / MTP requirements rather than to fully overhaul the transportation vision & system plan.
- The far reaching 2040 plan process and findings provide the basis for the plan, especially as it regards the community goals and objectives for the transportation system, as well as the basic goal of an integrated multi-modal transportation system.
- The 2040 MTP will update information required by federal rules (financial assumptions, air quality, horizon years, use the new model) and to reflect significant changes. Other information will be revised on an as-needed basis.
- The plan process will allow stakeholders to comment on the MTP and the Air Quality Conformity.
- The plan will comply with federal requirements for stakeholder consultation.

### **Stakeholder Participation Purposes**

- Provide information on the MTP update process, the recommendations, and major elements identified by the plan.
- Provide opportunity to ask questions, offer comments, and have access to relevant materials in a reasonably convenient manner on these items.
- Provide opportunity to compare the Highway Element of the MTP with agency plans, maps, or inventories in an effort to eliminate or minimize impact to the human or natural environment.

### **Major Process Steps**

1. Publish Metropolitan Transportation Plan Stakeholder Involvement Plan
2. Request resource agency comments on Environmental Impacts documentation
3. Development of Draft Project List
4. 1<sup>st</sup> Public Involvement Meeting
5. Finalize Project List
6. 2<sup>nd</sup> Public Involvement Meeting

7. Document public review activities and public comments(MTP, Conformity)
8. MPO adoption

### **Stakeholder Outreach Methods**

1. **Public Notice** for Public Meeting # 1 and Public Meeting #2 / Public Comment period<sup>1</sup> will be conducted in the following outlets:
  - Newspapers – 1 ad each meeting,
    - Major newspapers: News & Record
    - Minority Newspapers: Peacemaker and Que Pasa
    - Town newspapers – Northwest Observer, Southeast, and Kernersville News & Time
  - MPO website
  - Press release
  - Notice to TCC and TAC members, representatives of stakeholder agencies including towns
  - Notice to “Municipalities in the Piedmont Triad region but outside the MPO... for informational purposes, which they may post at their discretion.”
  - Electronic notice to list of interested parties, including representatives of neighborhood and community organizations, especially in minority and low-income communities
  - Electronic notice to public and resource agencies listed in Attachment 1
  - Public notices (announcements, ads or posters) should be placed in the following additional locations.
    - PART administrative offices, transit hub, and onboard buses, where possible;
    - GTA administrative offices and onboard buses;\*
    - Bulletin boards in City-operated parking decks;\* and
    - All City-operated recreation centers\*
2. **Documents** shall be available for public review for 30 calendar days at the following locations:
  - MPO Web site
  - City of Greensboro Clerk’s Office & Guilford County Commissioners Office
  - GDOT Office and NCDOT Division 7 Office
  - All Greensboro library branches plus the NC A&TSU Library, UNCG Library\*
  - The Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield
3. **Stakeholder Comments**
  - During the public review period, comments shall be allowed to be submitted in writing, via e-mail, and through internet forms
  - Stakeholder comments received will be
    - Acknowledged with a written or e-mailed receipt message for comments submitted in writing, via e-mail, or through Internet forms;
    - Responded to as appropriate, which could include a direct communication to the commenter or a response in the revised document;
    - Documented and presented to the MPO’s Technical Coordinating Committee (TCC) and TAC, in summary form or verbatim, before a vote is taken to adopt the plan or document in question; and

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<sup>1</sup> Public notice at the beginning of the public review period will contain: locations where the document can be reviewed, instructions for submitting comments, contact information for questions or additional information, noting that comments on the public participation process are also welcome, the due date for comments, information about any public meetings that have been scheduled (date, time, and location); and a note regarding where to find any additional information on the Internet. Staff will make efforts to include maps, photos, or renderings on public notices to attract interest, but textual descriptions may be more appropriate uses of space in some cases.

- Included in summary form or verbatim with final documents, if sufficiently significant and will be posted to MPO website with the final documents.

### Special Services

- Special services shall be available upon five business days advance notice, when practical, and subject to availability of services and resources. These special services include translation for non-English speakers, materials for the visually impaired, and services for the deaf and hard of hearing, in accordance with City policies. The availability of these services should be mentioned in public notices.\*

*\*Where a participation strategy is intended to help reach low-income and minority populations, it is marked with an asterisk (\*).*

## Attachment 1

### MTP AGENCY CONTACTS

Agency	Division of Agency	Contact Information	Available Data	Format / Location
N.C Department of Agriculture and Consumer Services (NC DA&CS)	Environmental Programs Division/Farmland Preservation	Vernon Cox Env. Program Specialist 1035 Mail Service Center, Raleigh, NC 27699 Vernon.Cox@ncagr.gov 919-733-7125	Livestock Operation Site, Soils, Historical Farm Sites, Land Cover Data	Contact Person - Emergency Program
N.C. Department of Cultural Resources (DCR)	State Historic Preservation Office (SHPO) Office of State Archaeology (OSA)	Renee Gledhill-Earley Environmental Review Coordinator 4617 Mail Service Center, Raleigh, NC 27699 renee.gledhill-earley@ncdcr.gov 919-807-6579	Historic Properties and Archaeological Sites	Online
		Dolores Hall Deputy State Archaeologist dolores.hall@ncdcr.gov 919-807-6553		
N.C. Department of Environment and Natural Resources (DENR)	CGIA	David Giordano NC OneMap Database Administrator 1601 Mail Service Center, Raleigh, NC 27699 david.giordano@nc.gov 919-733-2090 or 919-715-3770	NC OneMap GIS Database	<a href="http://www.nconemap.net">http://www.nconemap.net</a>
NC DENR- Division of Water Quality	DWQ / Transportation Permitting Unit	Amy Euliss 512 N. Salisbury St., Raleigh, NC 27604 Amy.Euliss@NCmail.net 336-771-4959	Website (under Planning) has Map, list, and TMDL Reports. Shows 303D listed streams	Contact person
N.C. Department of Crime Control & Public Safety	Division of Emergency Management	H. Douglas Hoell, Jr. Director 4201 Mail Service Center Raleigh, NC 27699 919-825-2500 dhoell@ncem.org	Homeland Security	
US Environmental Protection Agency (EPA)	Region 4, Environmental Information Services Branch	Rick Durbrow Program Analyst (GIS Contact) Sam Nunn Atlanta Federal Center 61 Forsyth Street, S.W., Suite 17T50 Atlanta, GA 30303 durbrow.rick@epa.gov 404-562-8286	The Envirofacts Multisystem Search integrates information from a variety of databases and includes latitude and longitude information.	<a href="http://www.epa.gov/region4/gis">http://www.epa.gov/region4/gis</a>

## Attachment 1 MTP AGENCY CONTACTS

Agency	Division of Agency	Contact Information	Available Data	Format / Location
US Environmental Protection Agency (EPA)	Region 4, WMD, WCNPSB, Wetlands Regulatory Section Raleigh Office	109 TW Alexander Drive, Durham, NC 27709	Aquatic resource avoidance and minimization, 404 Permits, mitigation	<a href="http://www.epa.gov/wetlands">www.epa.gov/wetlands</a>
US Fish & Wildlife Service (USFWS)	NC Field Offices (Raleigh), Ecological Services	Kathy Matthews Raleigh Field Office Ecological Services Field Supervisor (Raleigh) P.O. Box 33726, Raleigh, NC 27636 kathryn_matthews@fws.gov 919-856-4520 x 27	1. Priority natural communities & habitat 2. Info on federally listed species (by county) 3. Species recovery plans	1. Contact Person 2. <a href="http://www.fws.gov/southeast/es/">http://www.fws.gov/southeast/es/</a> 3. <a href="http://www.fws.gov/southeast/es/">http://www.fws.gov/southeast/es/</a> 4. <a href="http://www.fws.gov/raleigh/contact_us.html">http://www.fws.gov/raleigh/contact_us.html</a>
NC Wildlife Resources Commission (WRC)		Shannon Deaton Habitat Conservation Program Manager 919-707-0222 shannon.deaton@ncwildlife.org Vann Stancil Habitat Conservation Biologist 919-284-5218 vann.stancil@ncwildlife.org	Swimming with the Current booklet	Contact person
Federal Highway Administration (FHWA)	NC Division Office Planning & Program Development Unit	Bill Marley bill.marley@fhwa.dot.gov 310 New Bern Avenue, Suite 410, Raleigh, NC 27601 919-856-4330x 114 Loretta Barren loretta.barren@fhwa.dot.gov 919-856-4330 x 111 Eddie Dancusse eddie.dancusse@fhwa.dot.gov 919-856-4330 x 112	Legislation/ evidence, Peer exchange programs, linking planning & NEPA, CSS tools, Funding options / opportunities, air quality	Contact person
North Carolina Department of Transportation	Transportation Planning Branch	Mike Abuya MPO Coordinator 1554 Mail Service Center, Raleigh, NC 27699 919-733-4705 MRAbuya@dot.state.nc.us		

## Attachment 1 MTP AGENCY CONTACTS

Agency	Division of Agency	Contact Information	Available Data	Format / Location
Federal Transit Authority	Region 4 Administrator	Tajsha Lashore Sam Nunn Atlanta Federal Center 61 Forsyth Street, S.W., Suite 17T50 Atlanta, GA 30303 404-562-3514 Keith.Melton@dot.gov		
US Army Corp of Engineers (USACE)	USACE, Wilmington District, Regulatory Division	Eric Alsmeyer P.O. Box 1890, Wilmington, NC 28402 eric.c.alsmeyer@usace.army.mil 919-876-8441 x 23 or 919-876-8441 x21 Elizabeth Porter Elizabeth.D.Porter@usace.army.mil 910-251-4810 or 910-251-4511 Jean Manuele or John Thomas - NEPA	Army permit requirements and wetland information	<a href="http://www.saw.usace.army.mil/wetlands">www.saw.usace.army.mil/wetlands</a>
Guilford County Historic Preservation		Betty Garrett Guilford County Planning & Development, Director 400 W. Market Street Greensboro, North Carolina 27402 336-641-3334 bgarret@co.guilford.nc.us	Local historic data and information	<a href="http://www.co.guilford.nc.us">www.co.guilford.nc.us</a>
N.C. Ecosystem Enhancement Program	NC DENR	Suzanne Klimek Senior Program Consultant 1652 Mail Service Center Raleigh, NC 27699-1652 (828) 329-0871 Suzanne.Klimek@ncdenr.gov	GIS layer of mitigation sites	<a href="http://www.nceep.net/">http://www.nceep.net/</a>



## **Public Comments**

This section contains public comments and responses from MPO staff where appropriate. Comments are grouped by general topic. Names are shown where they were provided. If no name or an incomplete name was provided, an e-mail address is shown. Comments are provided for the public involvement held during February 2015 and August 2015.

# 2040 Metropolitan Transportation Plan – Draft List of Projects

## Summary of Comments

The 2040 LRTP Draft List of Projects was available for public review and comment from February 2 thru March 2, 2015 at [guampo.org](http://guampo.org), established locations throughout the MPO area, and at the February 23 Public Workshop held in the Greensboro City Hall (Melvin Municipal Office Building). Multiple like responses are indicated by (#).

A total of 16 individuals provided comments via:

- I. February 23, 2015 Public Workshop
- II. Mail and Email
- III. Online Survey

### I. Long Range Transportation Plan Comments from Feb. 23 Workshop

10 attendees

1. How did you learn about the workshop?
  - Email (3)
  - Internet (2)
  - Other
  - (5) did not fill out a comment sheet
2. Do you feel that the recommendations presented today are generally on the right track?
  - Yes. (4)
  - Very informative. Staff very easy to talk to.
  - Yes, except for a few exceptions.
3. What are the most important transportation needs in your opinion?
  - More Focus and Fast Track projects in high density areas around center city of Greensboro.
  - Completion of Greenway.
  - The Urban Loop (2)
  - Connectivity – Greenway. Bicycle Facilities. Sidewalks, intersection improvements.
  - Bus and Bike and Ped Options
4. Are there needs you consider important that were not addressed in the materials presented today?
  - No. (3)
  - The devaluation of current and future neighborhoods (and homes) that will be affected by proposed roads
  - Not enough bike lanes

# 2040 Metropolitan Transportation Plan – Draft List of Projects

## Summary of Comments

5. Are there any projects or programs proposed that you feel should not be included?
  - Low density areas near the city limits should be low priority.
  - No.
  - IL-01
  - Widening Martin Luther King Dr. to city limits.
  - No response
  
6. Do you believe local and state governments should find ways to meet the transportation needs of the future, even if it requires new revenues from a mix of taxes or user fees?
  - Yes (4)
  - Those who use the roadways most and heavy vehicles should pay more.”
  - That’s what taxes are for!
  - User fees are OK, but don’t tax people that don’t or won’t be using the roads. If they can’t pay for themselves, they are not needed.
  
7. Please Share any other comments you may have.
  - Fast track smaller projects.
  - Thank you for taking the time to share info.
  - Take care of what we have in place first, then move on to creating new roads & bridges that have to be maintained.
  - No comment (2)

## II.

### Comments Sent In Via Mail & Email

5 commenters

1. R-2577 (4 commenters)
  - Opposed to widening US 158
  - Cancel project
  - Make a decision on route in Stokesdale
  - Scrap current plan/document and restart when funds are allocated.
  
2. Project 40-53 Youngs Mill Road / Southeast School Road Connector
  - Advance project

# 2040 Metropolitan Transportation Plan – Draft List of Projects

## Summary of Comments

### III.

### Online Survey Results

6 survey responders

How did you learn about LRTP workshop?

- Email (2)
- Internet (2)
- Other (2)

Do you feel the recommendations are generally on the right track?

- No. Too many projects.
- Too many to comment on individually.
- No. Opposed to I-73/I-74 Connector.
- Yes.
- Generally.
- No response.

What are the most transportation needs in your opinion?

- Emphasis should be put on high growth/high density areas.
- None.
- More bicycle lanes.
- Do not see the need for more highways.
- Execution.
- Urban Loop.

Are there any projects or programs proposed that you feel should not be included?

- Projects in low density areas should be a low priority.
- IL-01. The cost and damage to rural to areas is unwarranted. (2)
- (1) skipped
- I-73/I-74 Connector
- No.

Do you believe local and state governments should find ways to meet the transportation needs of the future, even if it requires new revenues from a mix of taxed and user fees? If Yes, what funding options would you support?

- Yes. Fuel surcharge. Against private roadways.
- No. (4)
- Yes. No user fees.

Please share other comments you may have.

- Put smaller projects on the fast-track.
- Do not see the need for most of the proposed roads, there are plenty of ways to get around.
- No response (4)

## Greensboro Urban Area Metropolitan Planning Organization



### *Overview and Public Review Comments for MPO Documents*

The MPO has developed three documents over the last year per federal requirements. The plans are multi-modal and include both short and long term improvements. The documents are for improvements in the Greensboro Urban Area, which includes the City of Greensboro, most of unincorporated Guilford County, and the Towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield.

The documents must be approved by *September 30<sup>th</sup>* for the continued construction of existing and future projects. A public review period was held August 14<sup>th</sup> through September 14<sup>th</sup> and an Open House was held on August 18<sup>th</sup>. A brief description of each plan is below and the public comments have been attached for your review.

**2040 Metropolitan Transportation Plan (formerly the LRTP)** - The Metropolitan Transportation Plan (MTP) is a federally required document and lays out transportation improvements and policies for the Greensboro Urban Area. The plan evaluates and identifies projects for roadway, transit, bicycle, and pedestrian modes from 2016 through 2040.

**2016-2025 Metropolitan Transportation Improvement Program**- The 2016-2025 Metropolitan Transportation Improvement Program (MTIP) lists transportation investments within the Greensboro Urban Area scheduled for federal or state funding. The document includes the Highway Program, the Non-Highway Program (transit, rail, bicycle, and pedestrian, and aviation), and the Statewide Program (umbrella projects which may be used to make investments across the entire state as needed).

**Triad Air Quality Analysis**- The Triad MPOs (Greensboro, Burlington-Graham, High Point, and Winston-Salem) are in counties of air quality concern. As a result the Triad MPOs must complete an analysis showing that the projects reflected in the 2040 MTP and 2016-2025 MTIP will not negatively impact air quality. The analysis is done in conjunction with NCDOT, NC Department of Environment and Natural Resources Division of Air Quality, and Piedmont Authority for Regional Transportation (PART). The analysis and results are included in the Triad Air Quality Conformity Determination Report.

# Greensboro Urban Area 2040 MTP and 2016-2025 MTIP

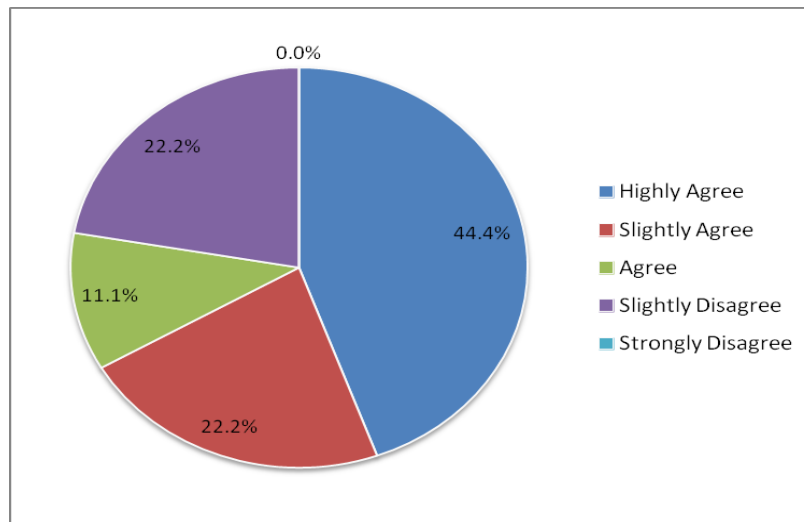
## *Public Review Comment Summary*

*August 14- September 14, 2015*

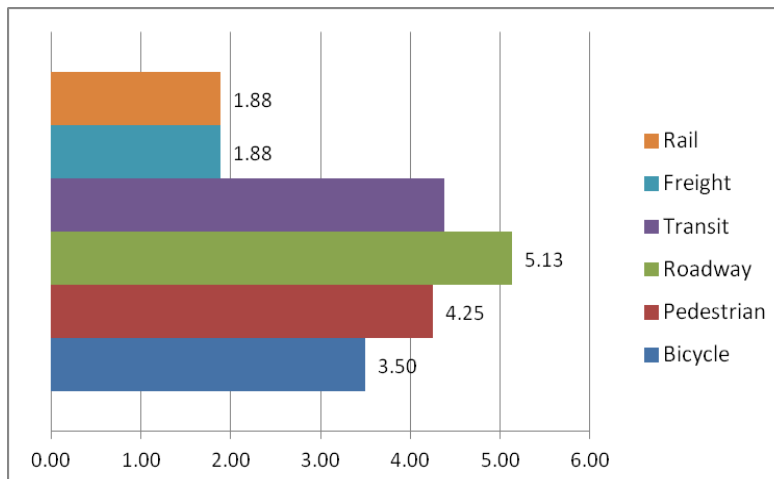
### Survey Responses

A summary of public comments received during the development of the MTP and MTIP are provided below. The public comment period began on August 14<sup>th</sup>, lasting 30 days, through September 14<sup>th</sup>. Comments were received via website survey, during the public meeting, or by email. Over 30 citizens attended the Open House and a total of nine survey comments were received on the MTP and MTIP. The responses are summarized below.

#### 1. How well do you agree with the recommendations in the Draft MTP?



#### 2. Please rate each mode's importance on a scale of 1-6, with 1 being the most important?



### Planning for the transportation future

**3. Are there needs you consider important that were not addressed in the MTP or MTIP documents?**

1. Although bike lanes have been created, people use them as parking lanes. This forces the bikers back out into the flow of traffic.
2. Yes, there needs to be traffic light installed at Old Lake Jeanette Rd & Church St at Canterbury School
3. No
4. Proper signage on Wendover Avenue where it intersects with I-40. The current lack of proper signage is a safety issue considering the large volume of traffic on Wendover Avenue. My family & I live in the Beechcroft development in southwest Greensboro. There are over 700 homes in the development and not a single foot of sidewalks. I realize Greensboro is playing catch-up on the sidewalks, but there is no hint of ever getting sidewalks in our development.
5. Great report

**4. Are there any projects or programs proposed that you feel should not be included in the MTP or MTIP?**

1. Lose the airport connector road- it would ruin my neighborhood, others like it, and would be a waste of \$\$ to only do what the existing I40/Business 40 does. I40/Business 40 is located roughly a mere mile away. No reason to spend that money and ruin people's neighborhoods for a road that will merely parallel an existing road. If the airports have freight needs to go back and forth, build small connectors from each airport to I40. PTI is already well suited to get freight traffic from the airport to I40, or could be improved easily with a road south of the airport. Why cut across beautiful farms and newly built neighborhoods? For that matter, Market street ALSO parallels 40 and could be integrated in some way.
2. No
3. The Stokesdale bypass and the Airport Connector are two projects that should not be included. The money could be better spent on eliminating railroad grade crossings, another safety issue.
4. No
5. Make egress in and out to loop from north a priority

**5. Do you believe local and state governments should find ways to meet the transportation needs of the future, even if it requires new revenues from a mix of taxes or user fees?**

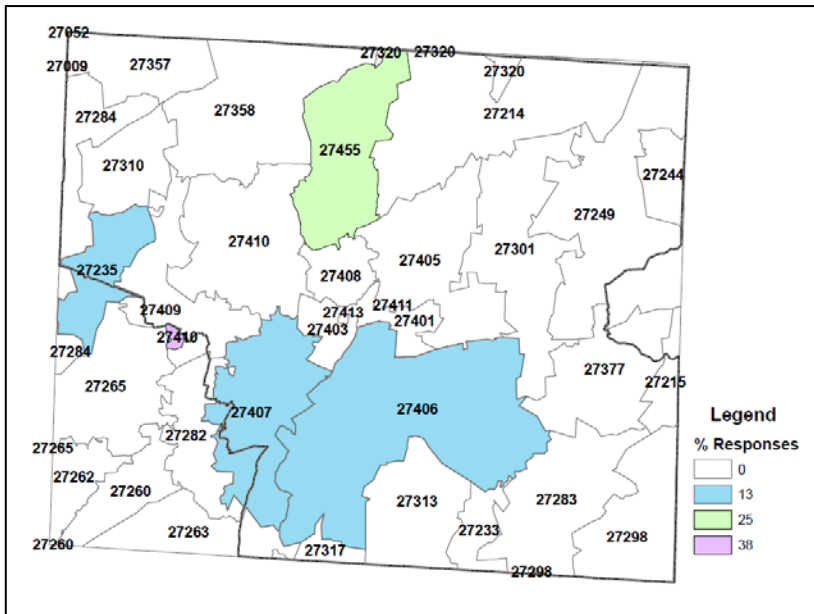
1. Yes
2. Of course, how else is the public expected to improve public property?
3. Yes, within reason.
4. Yes
5. yes
6. Transportation infrastructure needs to be maintained.
7. Yes
8. Yes

**6. Please share any other comments you may have.**

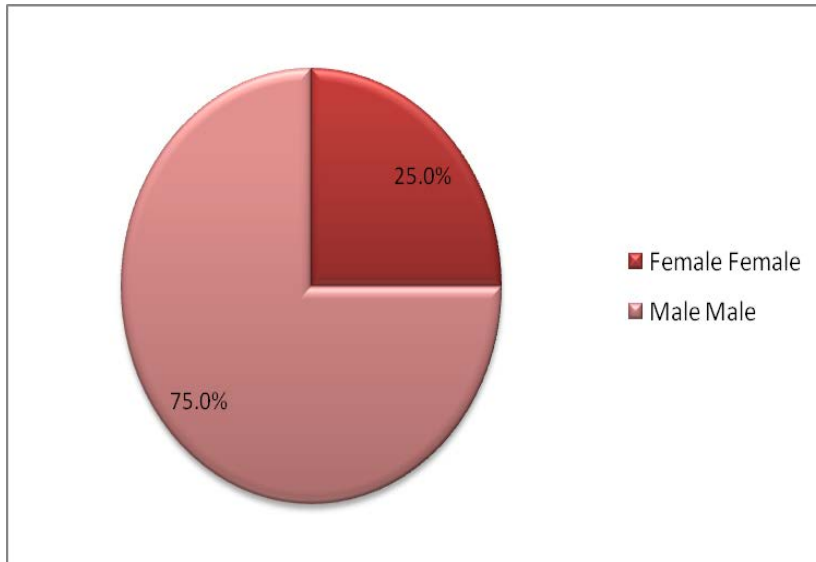
1. Coming from a different part of the country, to call this area 'bicycle friendly' is a joke. Signage does nothing, shoulders do everything.
2. I applaud the bicycle and pedestrian plans. I wish the whole region was more walkable and bikeable. Being able to bike to the Farmers Market and see lush countryside would be nice, although I agree the first focus to 'catch up' should be and is the more central urban areas. The Triad has a lot of catching up to do.
3. There are several sign standards in place on Wendover Avenue near I-40. The project should not be that expensive, but it would definitely improve safety.
4. Great job
5. Look at intersection at Smith and Church downtown - expand to two lanes onto church going North and eliminate need to do u turn from Church onto Morrow blvd. ramp

Demographic Information

7. What is your zip code?

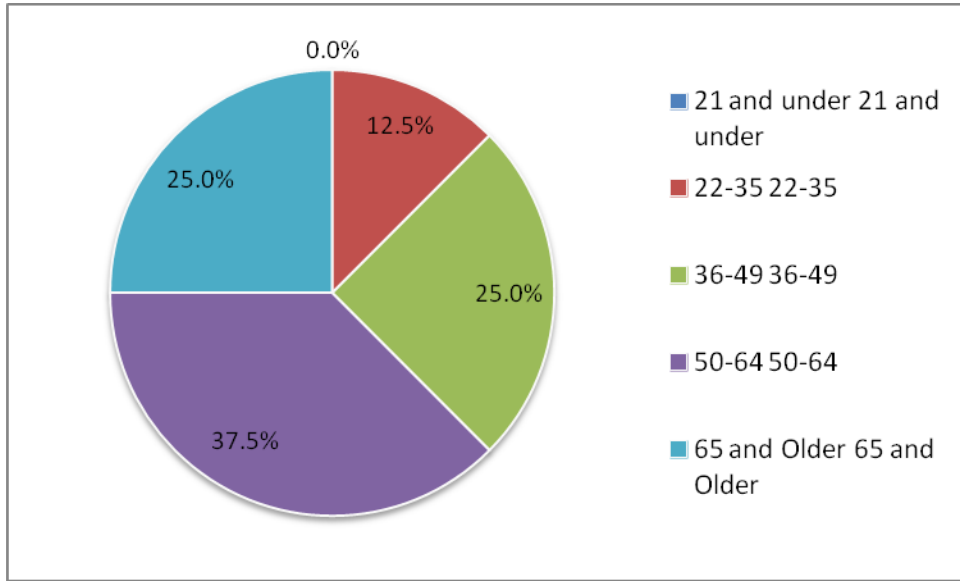


8. Gender





**9. Please check the age group that applies to you:**



**10. What is your ethnicity?**

White	75.0%
Hispanic	0.0%
African-American	25.0%
Asia-Pacific Islander	0.0%
Native American	0.0%

## General Comments

A total of four general comments were received by email and are included below. A MPO response also follows each comment.

### Comment 1:

**From:** Erika Lovett  
**Sent:** Friday, August 28, 2015 1:41 PM  
**To:** Guampo Distribution  
**Subject:** MTIP

Good afternoon,

I'm looking at the MTIP Spring 2015 Update and I'm trying to figure out which roadway projects listed have NCDOT project numbers now and which ones are still considered City projects. Can you help me with this?

Thank you,  
Erika Lovett

### ***MPO Response:***

Hi Ms. Lovett

I am glad you have taken the time to review our documents. The best way to find this answer is to refer to the 2040 MTP. It includes local, federal, and state projects. Once a project is shown in the MTIP it is either funded with federal or state dollars for some form of implementation. The implementation could include a feasibility study, planning of environmental document, right of way, or construction. So look [here](#) in the 2040 MTP to find your answer. Refer to Chapter 4 which includes a listing of all projects including those in the MTIP. If you have further questions please give me a call. Take Care!

*Lydia M. McIntyre*  
Transportation Planning Engineer  
Greensboro DOT/MPO

### Comment 2:

**From:** Van Der Wiele, Cynthia  
**Sent:** Wednesday, September 02, 2015 4:01 PM  
**To:** McIntyre, Lydia  
**Cc:** Militscher, Chris  
**Subject:** USEPA Comments for the Greensboro MPO 2040 Metropolitan Transportation Plan

Dear Ms. McIntyre:

Thank you for the opportunity to review the Greensboro MPO's *2040 Metropolitan Transportation Plan*. USEPA has the following comments:

#### Chapter 1 Introduction and Vision

USEPA supports the Key Goals of the 2040 Transportation Plan.

## Chapter 2 Land Use and Transportation

No comments.

## Chapter 3 Safety and Security Elements

USEPA supports measures to increase safety for vehicle drivers and particularly for pedestrians and bicyclists. The FHWA website contains many resources for engineers and planners; see: [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/#Safety](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/#Safety) Of particular interest is the Pedestrian & Bicycle Safety Tools that can be used to assess and rectify roadway design and traffic engineering issues. Pedestrian and bicycle safety is paramount in order to be a viable transportation choice within the Greensboro MPO planning area. Safety education should extend to drivers of motor vehicles.

## Chapter 4 Roadway

The USEPA encourages the implementation of smart growth land use patterns and roadway design that supports all modes of transportation including public transportation, pedestrians, and bicyclists. “Right-sizing” existing roadways along with incorporating sidewalks, crosswalks, transit stops, bicycle lanes, bicycle-activated traffic lights and other infrastructure in new roadways provides significant quality of life benefits for citizens along with air quality conformity improvements and safer conditions for all users of streets and highways.

- FHWA provides substantial resources such as case studies, tools, webinars, etc. through their Livability Initiative website: <http://www.fhwa.dot.gov/livability/>
- Smart Growth America [www.smartgrowthamerica.org] provides programs, workshops, research, and publications to aid communities in developing Complete Streets policies, evaluating Complete Streets projects, measuring the fiscal implications of development patterns, and designing safer streets for the public.

## Chapter 5 Transit Element

Providing better access to transit and additional transit options can have significant impacts on air quality and congestion mitigation. USEPA commends the Greensboro Transit Authority (GTA) partnership with area colleges and universities with the HEAT service. This is a win-win situation which reduces the need for on-campus parking, reduces the number of cars on the road in a particular location, and meets young adults’ desire to use transit rather than driving personal vehicles for getting around town.

The Transit Element chapter was vague in regard to expanding transit regionally. The chapter did not include a plan or strategies for expanding transit outward into suburban and rural areas within the Greensboro MPO area. USEPA realizes that low density land use patterns mean that expansion of public transportation into suburban areas is challenging. Rural areas, however, can greatly benefit from transit by providing access to employment opportunities and medical facilities.

Resources and tools available for transit planning include:

- The HUD-USDOT-USEPA Partnership for Sustainable Communities: <http://www.sustainablecommunities.gov/>
- The National Rural Transit Assistance Program (part of the Federal Transit Administration): <http://nationalrtap.org/>
- The Small Urban and Rural Transit Center’s 2015 Rural Transit Fact Book: <http://www.surtc.org/transitfactbook/>

## Chapter 6 Bicycle and Pedestrian Element

USEPA supports the *2040 Transportation Plan’s* philosophy that bicyclists and pedestrians have similar origins and destinations as other transportation system users and that it is imperative to create a seamless transportation system for all users to enjoy and use efficiently and safely. This can be accomplished primarily by incorporating bicycle and pedestrian facilities into existing and new roadways, which the *2040*

*Transportation Plan* is committed to providing through its pledge to evaluate all resurfacing projects for new marking plans to accommodate bicyclists, and designing all new non-controlled access roadway projects to have either wide outside lanes or a marked bicycle lane (Page 6-4). These facilities provide the most benefit when they are part of a comprehensive master plan such as the *Greensboro Urban Area (GUA) Bicycle, Pedestrian and Greenway Master Plan*, integrated into the overall transportation system, and designed such that each project has logical termini so that they meet user expectations (i.e., a bicycle lane or sidewalk doesn't suddenly end leaving a person without safe options to reach their destination or the next bicycle lane/sidewalk). The *GUA Comprehensive Bicycle Master Plan (BiPed Plan)* was adopted in October 2006 (nearly 10 years ago). As a rapidly-growing metropolitan area, the GUA would benefit from updating both plans.

Pedestrian and Bicyclist Safety Sections (pages 6-2 and 6-2): a summary of pedestrian and bicyclist crash findings were included in the 2040 Transportation Plan; however, it is unclear how those findings/summary statistics will be translated into strategic, actionable roadway and/or traffic control design changes (such as modifying traffic signals to detect bicycles), that could reduce future crashes, injuries, and fatalities. For example, the *Plan* noted that 55% of pedestrian crashes occurred in daylight and that 82% of bicyclists involved in crashes were male; however, the root causes of these crashes is unclear.

USEPA notes that in late April 2015, the City of Greensboro DOT was involved in an FHWA Pedestrian Safety Assessment—*Safer People, Safer Streets Initiative*. The collaborative safety assessment of the heavily-used Aycock and Walker St. intersection was a highly beneficial opportunity for a variety of state and federal partners to share knowledge in developing solutions to improve pedestrian and bicyclist safety.

In addition to the AASHTO 2012 and NACTO 2011 design manuals, there are other excellent design manuals, references, and guidance documents, including:

- FHWA's 2015 *Separated Bike Lane Planning and Design Guide*, [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/separated\\_bikelane\\_pdg/separatedbikelane\\_pdg.pdf](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/separatedbikelane_pdg.pdf)
- Design Guidance: [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design\\_guidance/](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/)
- Accessibility Guidance: [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/accessibility\\_guidance/](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/accessibility_guidance/)
- See [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/) for a complete listing of bicycle and pedestrian program publications

Greenway and multi-use trail improvements provide invaluable transportation opportunities for younger or novice bicyclists and pedestrians in addition to their recreational value.

## Chapter 7 Freight

No comments.

## Chapter 8 Travel Management Strategies

The 2040 Metropolitan Transportation Plan seeks to support travel demand management goals including roadway network monitoring and setting performance measures for roadway networks, transit, bicycle, and pedestrian. USEPA recognizes that determining how to measure the performance of bicycle and pedestrian policies and investments is an emerging skill and has proven particularly challenging. The 2040 Plan measured the total miles of bicycle lanes and sidewalks. Recently, the National Association of City Transportation Officials included performance measures as part of their *Urban Street Design Guide* (see: <http://nacto.org/publication/urban-street-design-guide/design-controls/performance-measures/>). USEPA encourages the Greensboro MPO to develop a set of output-based (such as connectivity, accessibility, LOS, and bicycle level of stress), and outcome-based metrics (e.g., economic development, public health, quality of life, and mode shift, etc.) to evaluate projects after they have been completed.

## Chapter 9 Environmental Analysis

Environmental impact screening is beneficial in identifying environmental resources and developing alternatives that can avoid or minimize these impacts. It should be noted that it is extremely unusual and rare for a project to be “stopped” due to impacts to natural resources. USEPA supports land use and transportation planning that follows the three tiered process of: 1. avoidance, 2. minimization of impacts, and 3. mitigation. Several tools are available to assist in identifying environmental data and natural resources features to be able to develop reasonable alternatives to impacting them. These include:

- The USEPA tool, NEPAassist: <http://nepassisttool.epa.gov/nepassist/entry.aspx>
- The NCDENR Natural Heritage Program’s Data Explorer Program: <https://ncnhde.natureserve.org/> The

The table on pages 9-17 and 9-18 provides a list of potential environmental impacts and mitigation measures. USEPA encourages the Greensboro MPO to work with the NC Wildlife Resources Commission and US Fish & Wildlife Service to design measures to avoid and minimize impacts to wildlife such as innovative wildlife crossings and other measures as development moves into formerly rural areas. Additionally, light pollution can have deleterious consequences for wildlife as well as diminish quality of life. The International Dark Sky Association [darksky.org] provides resources for designing outdoor lighting and lighting ordinances as well as public outreach materials to promote outdoor lighting that effectively illuminates roadways while protecting the natural nighttime environment. Regional or county-wide conservation plans are useful in providing a template for guiding land use and transportation planning.

USEPA encourages the Greensboro MPO to enhance their analytical capabilities to ensure that the long-range transportation plan and the TIP comply with Title VI. In June 2015, the USEPA released EJSCREEN, a data and mapping tool that provides environmental and demographic information at a high geographic resolution. This pre-decisional tool is useful for transportation planning purposes to consider EJ issues. This tool is available at: <http://www.epa.gov/ejscreen>

In addition, FHWA published the *Environmental Justice Reference Guide* in April 2015 as a resource for transportation planning and the public participation process to aid in compliance with Executive Order 12898. See: [http://www.fhwa.dot.gov/environment/environmental\\_justice/](http://www.fhwa.dot.gov/environment/environmental_justice/)

Thank you for the opportunity to comment on the Greensboro Urban Area MPO’s draft long range transportation plan. We look forward to working with you on this and other Greensboro UA MPO initiatives.

Kind regards,  
Cynthia

Cynthia F. Van Der Wiele, Ph.D.  
USEPA Region 4 NEPA Program Office  
NC Field Office / NCDOT Inter-Agency Merger Team

### ***MPO Response:***

Cynthia

Thanks for your close review and detailed response to the 2040 plan. I real appreciate all the resources you have shared and will put them in our toolbox for future analysis. You may also find more information on the bicycle and pedestrian chapter in the [2015 Bicycle, Pedestrian, and Greenway Master Plan](#) on how crash and other data will be used to implement safety projects. The MPO also uses the data to assist in identifying possible problem areas which may be good projects for NCDOT’s Prioritization process.

*Lydia M. McIntyre*  
Transportation Planning Engineer  
Greensboro DOT/MPO

**Comment 3:**

From: Jimmy and Joanne Morgan  
Sent: Sunday, September 13, 2015 9:29 PM  
To: McIntyre, Lydia  
Subject: 2040 Metro Transportation Plan Comments

Lydia, thanks for your courtesy and putting up with us. Here are our comments for the current plan. Take care and we hope your family is well. Enjoy your new addition.

Comments Regarding the 2040 GUAMPO Transportation Plan 09/13/2015

We thank the GUAMPO staff for continuing to inform the public of transportation planning for the Greensboro area.

Our objection to including I-4924, the airport connector, in future plans remains. The reasons remain the same. Without trying to be redundant, a summary of our objections follow.

Even 25 years away, it holds landowners hostage. Putting any new road on maps like I-4924 has Map Act consequences for landowners. Funneling heavy traffic and congestion into a non-congested area seems contrary to proper transportation planning. Adding more east-west lanes to existing roads according to the plan greatly reduces the need for the airport connector. Several VADs and NC Century Farms are within the proposed right of way and in the near vicinity of the airport connector as well.

An NCDOT official told us at its spring 2015 STIP public session that the airport connector was a road that was desired by developers. After being involved with area land use planning for years, this is what we were led to believe. What that told us is that developers want to use governments' road-building authority and eminent domain, taxpayer dollars, and citizens' land and homes to fund their speculative desires. If it works, governments, developers and businesses win. Whether it works or not, property owners lose.

Finally, shown on the 2040 projects map, 40-22, the Sandy Ridge Road Extension, should be placed on the 2040 Illustrative Project List and map to be consistent with I-4924 on the Illustrative list. It is reasonable to believe that this new road would be totally unnecessary if the fate of I-4924 is uncertain.

Respectfully:  
Jimmy and Joanne Morgan

***MPO Response:***

Hi Mr. and Mrs. Morgan

As always thanks for your comments on the 2040 MTP. The MPO will share your comments as customary with both the TCC and TAC. The staff will also take a closer look at the Sandy Ridge Road Extension and if it needs to be moved to the illustrative list and check the cost. (As we discussed during the Open House, the Airport Connector has been moved to the Illustrative list. This means the MPO cannot solicit state or federal funds for this project.)

Take Care!

Lydia M. McIntyre  
Transportation Planning Engineer  
Greensboro DOT/MPO

**Comment 4:**

**From:** Allen Andrew

**Sent:** Monday, September 14, 2015 11:38 AM

**To:** Guampo Distribution

**Cc:** McKinney, Craig

**Subject:** Greensboro Urban Area Transportation Plan Input

Purpose:

1. Provide transportation for public and commercial current and projected needs for roads and BiPed projects.
2. Plan transportation for desired future development- ie downtown and airport areas
- 3, This needs to be accomplished considering safety, costs, productivity, efficiency and economic vitality.

Many of the large current major projects need to be completed ASAP including the Urban Loop; Bryan Blvd.-I 73 route to Madison (US 220), including the airplane overpass; Battleground Rd. to Madison (US 220); and Greensboro-High Point Road to central High Point.

A few of my thoughts are as follows. While the major roads get most of our attention some of the other projects are vital to our safety and bottleneck solutions. The intersection of Aycock St./Walker Ave. with heavy pedestrian use has had many accidents and is currently scheduled as a good safety plan. The major Battleground intersections are scheduled and will improve traffic flow. The Elm/Pisgah Church intersection is scheduled for improvement but more important intersection bottlenecks would be Elm/Cone Blvd. and Elm/Cornwallis.

The Greensboro City Council and DOT have almost abandoned downtown Greensboro. The Bicentennial (*Downtown*) Greenway was initiated before 2008 with bonds passed, Federal money, state money and private contributions made. Little progress has been made because City Council and DOT have blocked it in favor of their pet projects. This and other BiPed projects and connector routes need to be proactively put forward.

*Note: Sections of the Downtown Greenway include Phase 2 (2016) and Phase 3 (2015); the remainder of Phase I will be bond funded in 2016 or 2017.*

Spending on road improvements in and out of downtown Greensboro have not happened. Freeman Mill Road (US 220) has a good start into downtown. It needs to continue to and from Battleground with reconstruction of Edgeworth and Spring Streets.

The Battleground Corridor should begin with major downtown feeder routes expanded. It should be widened to four lanes in each direction, with turn lanes, from downtown to Westridge Road. It should be widened to three lanes in each direction from there to the Urban Loop. A four lane BATTLEGROUND FLYOVER should be built from south of Pembroke to north of Cornwallis. Then improvements could be made with the Battleground, Lawndale, Aycock, Pembroke, Green Valley and Cornwallis mess.

The Wendover Corridor is also very important. To the east it needs to be at least a four lane road and turning lanes to Burlington and Mebane. It needs to be expanded to at least three lanes in each

direction from Summit to Spring Garden Street. Then it needs to be widened to four lanes in each direction, with turn lanes, to the Urban Loop.

Elm Street is a major route to downtown without a proper road. It needs to be an improved roadway of four lanes plus turning lanes and improved intersections from Cone to Fisher Avenue.

Church Street needs to be widened to four lanes plus turn lanes from Cone Blvd. to Summit Avenue with easy access to the Cone Hospital area. *(Funded from Wendover Ave to Cone Blvd in FY 2022)*

Benjamin Parkway needs to be widened to 6-8 lanes from Wendover Avenue to the airport. This is another fast growing and important corridor. *(Funded from Wendover Ave to Holden Rd in FY 2022)*

Horsepen Creek Road improvements and widening should improve safety and flow in that area for its current growth. *(Bond funded with construction in FY 2016)*

Cone Blvd. extension to the Urban Loop should help open up that area of the city. It needs not to cut up the White Street Landfill because this will be needed for future Greensboro. The Greensboro City Council has burdened the taxpayers with millions of dollars each year with un-needed expenses by caving in to special interests when our long term needs were already set up with a 1600 acre landfill. *(Unfunded, but construction expected after the Urban Loop construction is completed)*

The future needs of our community can only be met by long term plans such as these Greensboro Urban Area Transportation Plans.

H Allen Andrew, Financial Advisor

### ***MPO Response:***

Hi Mr. Andrew

Thank you for your detailed review and comments on the 2040 MTP. The MPO appreciates your comments. Craig informed me that he did talk with and discussed many of the projects ongoing. The MPO does evaluate the needs of the entire roadway system for needed projects. Several factors are evaluated when identifying a project including feasibility of constructing it, priority need, and cost. The MPO will continue to evaluate needs including those in downtown. But the MPO is identifying projects in an environment where roadway funding dollars are tight at the local, state, and federal levels. But your comments will certainly be shared with the members of our Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) and taken into consideration as staff continues to analyze future needs.

Take Care!

*Lydia M. McIntyre*  
Transportation Planning Engineer  
Greensboro DOT/MPO