

PROPOSED AGENDA
PUBLIC TRANSPORTATION & PARKING COMMISSION
May 20, 2015
(9:15 a.m.)

Public Works Department
Conference Room

- | | | |
|-------|---|------------------------|
| I. | Call to Order/Welcome | Charles Moore |
| II. | Roll Call/Establish Quorum | Charles Moore |
| III. | Additions/Deletions to the Agenda | Charles Moore |
| IV. | Approval of April Minutes (Attachment A) | Charles Moore |
| V. | Public Comments | Charles Moore |
| VI. | New Business | Charles Moore |
| VII. | Old Business | |
| | 1. Pedestrian Crosswalks at Bus Stops | Rik DiCesare |
| | 2. Greenville Transportation Activity Center Update | Stephen Mancuso/Jacobs |
| VIII. | Great Monthly Report (Attachment B) | Stephen Mancuso |
| IX. | Adjourn Meeting | Charles Moore |

ATTACHMENT A

Minutes – April 2015

PUBLIC TRANSPORTATION & PARKING COMMISSION
MINUTES
April 15, 2015

The Public Transportation and Parking Commission met on the above date at 9:15 a.m. in the Conference Room of the Public Works Department.

Members Present: Ms. Jessica Faison Mr. Charles Moore Mr. Brian Farkas
 Mr. Dave Schwartz Mr. Will Russ Mr. Scott Alford

Staff Present: Mr. Stephen Mancuso Mr. Kenneth Jackson

Council Liaison: Council Member Richard Croskery

Guest: Dr. Emilie Kane, Environmental Advisory Commission

WELCOME: Mr. Moore called the meeting to order and established a quorum was present.

AGENDA: Mr. Moore asked if there were any additions or deletions to the agenda. Mr. Farkas asked to add to an Old Business Item 2 to the agenda to further discuss pedestrian crossings at bus stops. Mr. Mancuso asked to add two announcements to be discussed during the GREAT monthly report.

APPROVAL OF MARCH 18, 2015 MINUTES: A motion was made by Mr. Alford to approve the March 18, 2015 minutes as presented. The motion was seconded by Mr. Farkas and passed unanimously.

PUBLIC COMMENTS: There were no public comments.

NEW BUSINESS:

ENVIRONMENTAL ADVISORY COMMISSION'S NO IDLING RESOLUTION: Dr. Emilie Kane with the Environmental Advisory Commission (EAC) was present to request support for a No Idling Resolution. Dr. Kane stated the No Idling Resolution was drafted by request of Dr. James Kenny after information was provided to EAC on the affects of idling on public health and air pollution. The resolution requests City Council consider signs that encourage drives to turn off their engines be installed in City parking facilities at Park and Recreation sites and in the Uptown Greenville parking lots and parking deck in order to reduce the air pollution, public health, and economic effects of motor vehicle idling.

Dr. Kane furthered stated the signs being requested have not been developed; however, signs would request motorists to turn off their engines and would vary in description based on their locations. Dr. Croskery questioned the cost of signs and their installation. Dr. Kane commented the cost associated with the signs would be dependent on City resources for developing and installing and the locations identified.

Mr. Farkas made a motion to offer a letter of support to EAC for their No Idling Resolution. The motion was seconded by Mr. Schwartz.

OLD BUSINESS:

GREENVILLE TRANSPORTATION ACTIVITY CENTER (GTAC): Mr. Mancuso reported the architectural and engineering firm is under formal contract for the GTAC. A presentation will be given to the Commission at their May 20, 2015 by the firm as well as a public meeting that afternoon for comments.

PEDESTRIAN CROSSWALKS AT BUS STOPS:

Mr. Farkas began by referencing a memo that he had initiated by request of Mr. Mulligan to address the possible use of crosswalks at bus stops. A copy of that memo is attached to the minutes being presented. The use of medians and crosswalks would raise awareness of pedestrians at bus stop locations. Dr. Croskery stated he felt these types of changes would increase safety for pedestrians at bus stops and could also be developed at various locations within the City. Ms. Faison commented the 10th Street Corridor could be examined to include crosswalks as well. Mr. Mancuso added the Sheppard Memorial Library stop has been relocated to accommodate pedestrians and promote crossing at the Reade Circle crosswalk.

Mr. Moore summarized the discussion by stating the group's consensus was to promote public education on crosswalk usage, to coordinate with Bicycle & Pedestrian Commission to increase public awareness and to look at bus stop alignment with the potential of relocating bus stops as feasible to increase pedestrian safety. Mr. Alford made a motion to have City staff review recommendations being requested by the Public Transportation and Parking Commission and report their findings at the May 20, 2015 meeting.

GREAT MONTHLY REPORT: Mr. Mancuso presented the report for March 2015 for information.

ANNOUNCEMENTS: Mr. Mancuso presented an email from Bianca Shoneman with Uptown Greenville regarding a meeting that will be held April 15, 2015 to discuss parking meters in the Uptown Greenville area at the Topsy Teapot beginning at 3:30pm. Ms. Shoneman invited Public Transportation and Parking Commission members to attend the meeting.

Mr. Mancuso announced his decision to retire from the City of Greenville effective May 29, 2015. Mr. Mancuso stated he will be taking a position with the North Carolina Public Transportation Association; however, he hopes to continue in a part-time position with the City of Greenville to be the liaison for the Greenville Transportation Activity Center and other federal grant matters.

ADJOURNMENT: There being no further business to conduct, Mr. Alford made a motion to adjourn the meeting. Mr. Schwartz seconded the motion. The motion passed unanimously and the meeting adjourned. The next meeting is scheduled for May 20, 2015 at 9:15 a.m. in the Public Works Conference Room.

Respectfully submitted,

Amanda Braddy, Interim Secretary
Public Transportation & Parking Commission

Memorandum

TO: Public Transportation and Parking Commission

FROM: Brian Farkas, Vice Chair, Public Transportation and Parking Commission

CC: Kevin Mulligan, Stephen Mancuso, Councilman Rick Croskery

DATE: 15 April 2015

SUBJECT: Using GREAT Bus Stops as Pedestrian Crossing Opportunities

Introduction and Background

At the March, 2015 meeting of the Public Transportation and Parking Commission, I raised the idea/issue of using local bus stop locations across the City of Greenville as opportunities for pedestrian crosswalks, particularly on stretches of road where there are no easy means of crossing (e.g. nearby intersections, overpasses, etc.). Examples of these areas include: 1) the long stretch of Arlington Drive between Red Banks Road and Fire Tower Road; 2) Hooker Road from Southeast Greenville Boulevard to Dickinson Avenue; and 3) Evans Street from 14th Street to Arlington Boulevard. While these examples are not all inclusive, they were chosen to illustrate extended areas of road along the existing GREAT Bus Route where easier means of crossing could be used.

While I understand that pedestrian safety falls into the purview of the Bicycle and Pedestrian Commission, there does seem to be an opportunity here to work across Commission boundaries and develop a solution to a long-standing problem in Greenville.

The key to this idea/proposal is the pre-existing bus stops. By locating the crosswalks at points where bus stops exist directly across the street from each other, the City creates safe zones that: 1) set new expectations for pedestrians; 2) set new expectations for local automobile drivers; and 2) acknowledge the City's attempt to alleviate the existing problem of unsafe pedestrian crossing.

More detailed study is needed, but I would anticipate the overall cost of this project to be relatively low from the Public Transportation and Parking Commission perspective. Relocating some bus stops so they stand directly across the street from each other appears to be the biggest cost. Installing the crosswalks will be more expensive, but that falls outside this Commission's jurisdiction.

Presentation of Examples

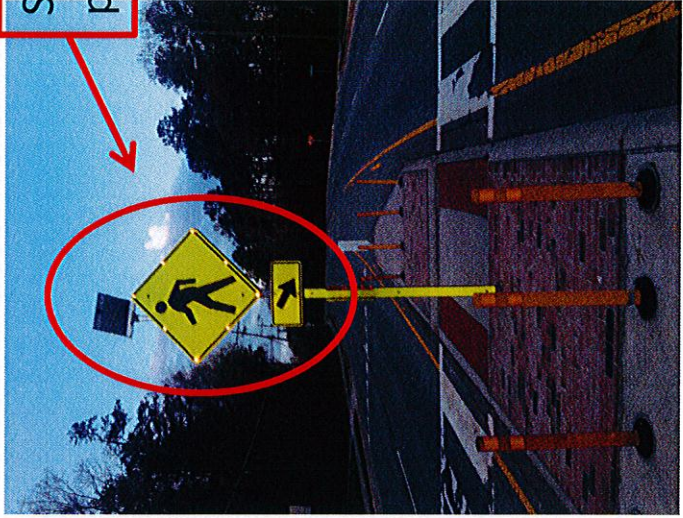
Examples of some of these pedestrian crossing solutions using the already-established bus stops are provided on page two of this memorandum. The specific example is from Franklin Street in Chapel Hill, a four-lane road.

Moving Forward

I leave any decisions to move on this in the hands of City professionals. I wanted to make sure, however, that this concept was officially introduced as a possible solution to a long-running issue in Greenville, NC. It may not be the perfect, but it starts the conversation.



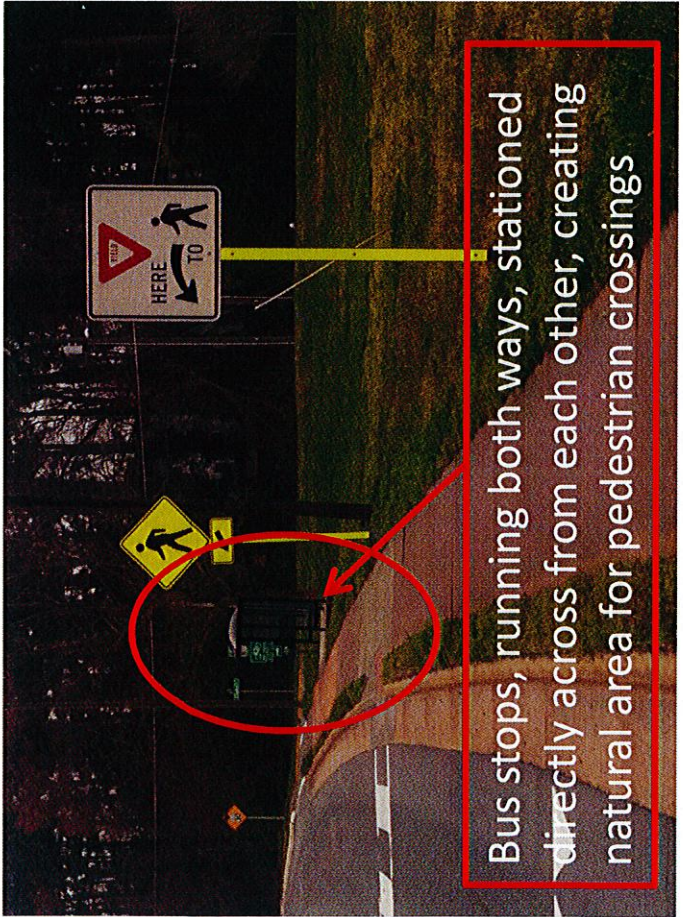
Significant and clear areas for pedestrian crossing, using in-road medians



Solar-powered



Significant and clear signage with instructions regarding pedestrian crossing



Bus stops, running both ways, stationed directly across from each other, creating natural area for pedestrian crossings

ATTACHMENT B

GREAT Monthly Report

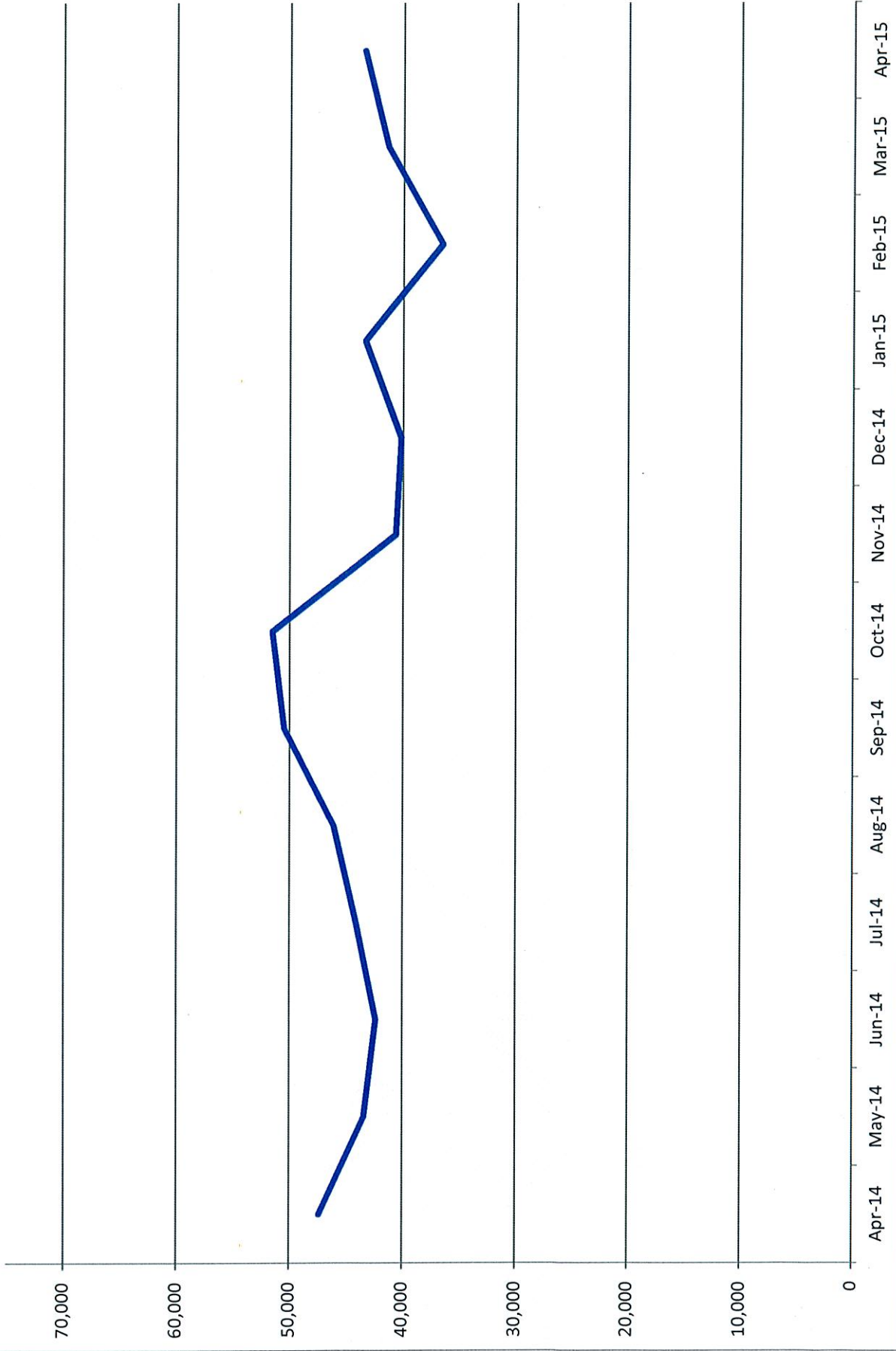
April 2015

**GREENVILLE AREA TRANSIT
APRIL 2015 DATA REPORT**

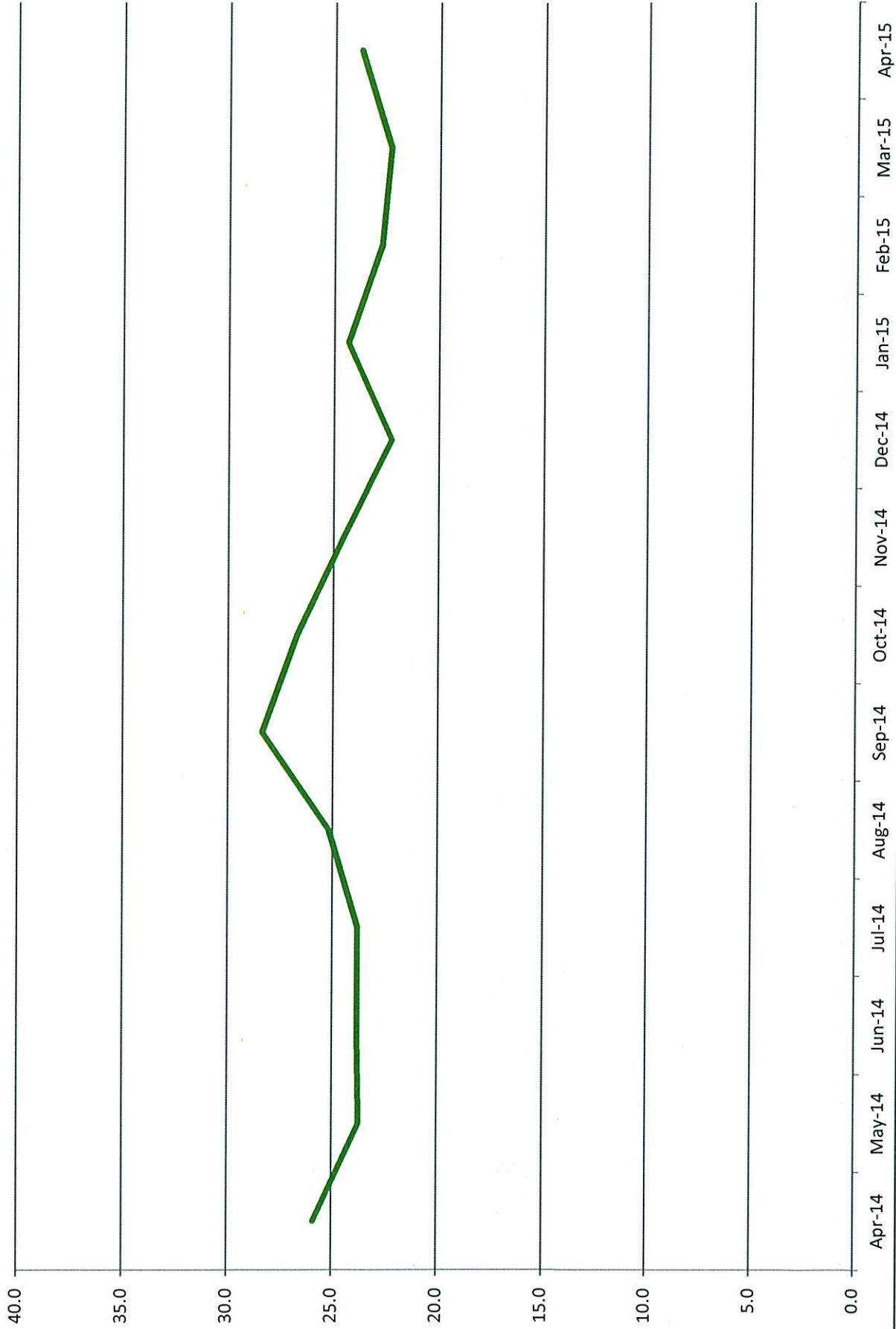
	April 2015	April 2014	YTD FY 2015	YTD FY 2014
PASSENGERS				
GREAT Trips	43,416	47,314	437,355	459,272
Paratransit Trips	1,111	1,267	10,041	11,845
Subtotal	44,527	48,581	447,396	471,117
Tour Bus Trips	0	0	0	162
Total	44,527	48,581	447,396	471,279
PATS/GREAT Connector	193	365	2,361	3,318
DAYS OF SERVICE				
Passengers Per Day	26	26	255	254
	1,713	1,869	1,754	1,855
HOURS OF SERVICE				
Passengers Per Hour	1,830	1,830	17,925	17,856
	24.3	26.5	25.0	26.4
MILES OF SERVICE				
Passengers Per Mile	24,838	24,838	243,292	242,367
	1.8	2.0	1.8	1.9

	Month 2015		YTD 2015		YTD 2015 Budget	YTD \$ Variance	YTD % Actual vs Budget
	Actual	Budget	Actual	Budget			
FIXED ROUTE SERVICE ONLY							
TOTAL EXPENSES	\$ 198,293.03	\$ 210,965.42	\$ 1,674,360.29	\$ 2,109,654.17	\$ (435,293.88)	66.1%	83.3%
TOTAL REVENUE	\$ 24,198.66	\$ 30,718.08	\$ 274,119.22	\$ 307,180.83	\$ (33,061.61)	74.4%	83.3%
NET COST	\$ 174,094.37	\$ 180,247.33	\$ 1,400,241.07	\$ 1,802,473.33	\$ (402,232.26)	64.7%	83.3%
Net Cost Per Passenger	\$ 4.01	\$ 4.00	\$ 3.20	\$ 4.00	\$ (0.80)		
Net Cost Per Hour	\$ 95.13	\$ 100.08	\$ 78.12	\$ 100.08	\$ (21.97)		
Net Cost Per Mile	\$ 7.01	\$ 7.38	\$ 5.76	\$ 7.38	\$ (1.62)		

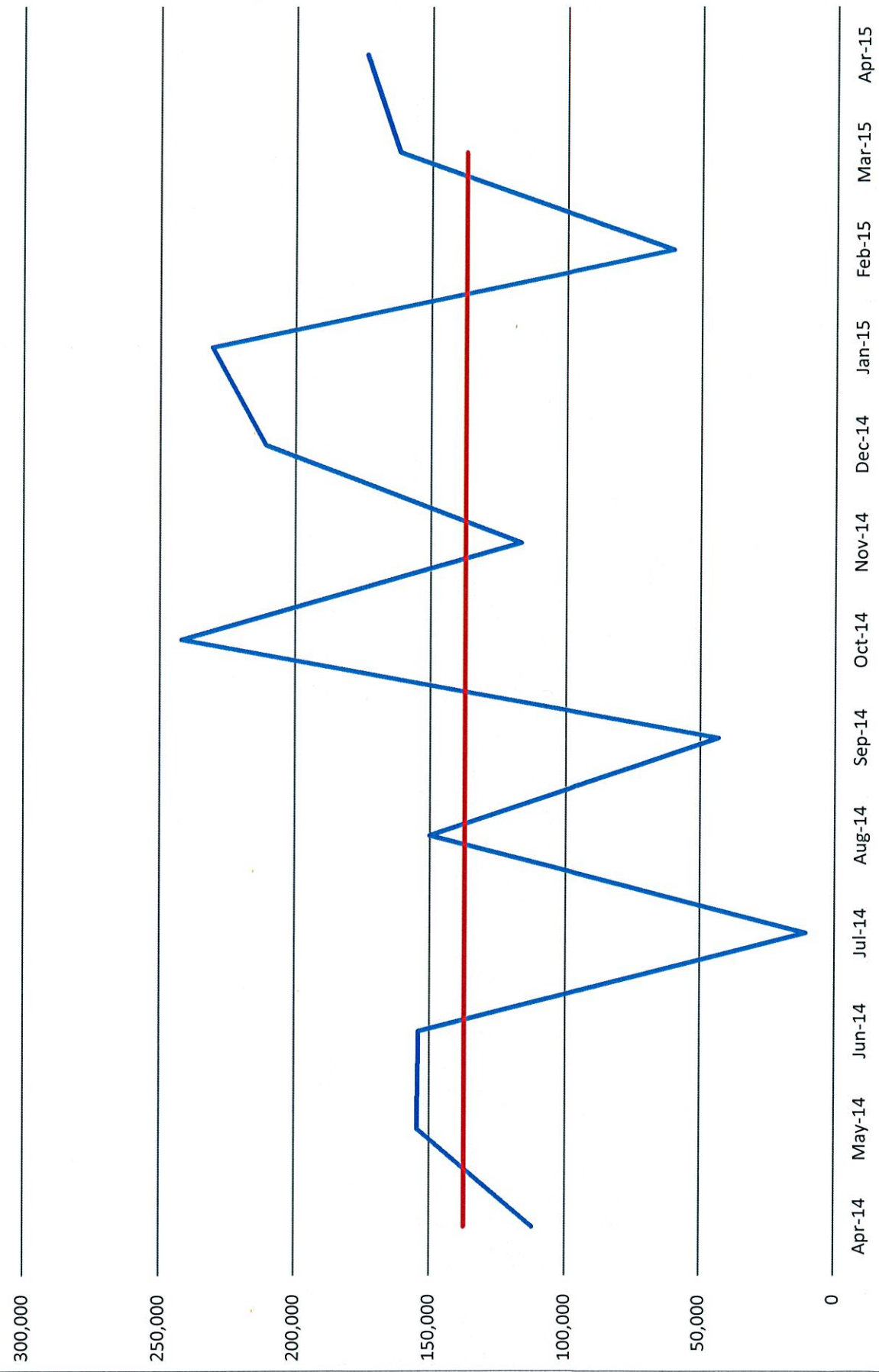
Total Passengers



Passengers / Hour



Net Cost



NET COST \$ AVERAGE NET COST

GREAT
SUGGESTIONS, COMMENDATIONS, COMPLAINTS
Apr-15

	CODE	QUANTITY
SUGGESTIONS:		
Route	S1	0
Schedule	S2	0
Bus Stop	S3	0
Shelter	S4	0
		<hr/>
		0

COMMENDATIONS:		
Driver	P1	0
Other	P2	0
		<hr/>
		0

COMPLAINTS:		
Route	C1	0
Schedule	C2	0
Bus Stop	C3	0
Shelter	C4	0
Driver	C5	1
Other	C6	1
		<hr/>
		2