

City of Greenville Intermodal Transportation Center

by

Marsha Wyly, RLA, ASLA, LEED-AP

Chair, Public Transportation &
Parking Commission



Who
Rides
the
Bus?

3.64 Million
transit rides
a year



How do we ride in Greenville?

Yearly -

- ECU – 2,500,000 rides
- GREAT – 543,236 rides
- PATS – 51,658 rides
- Vidant Transit – 550,000 rides

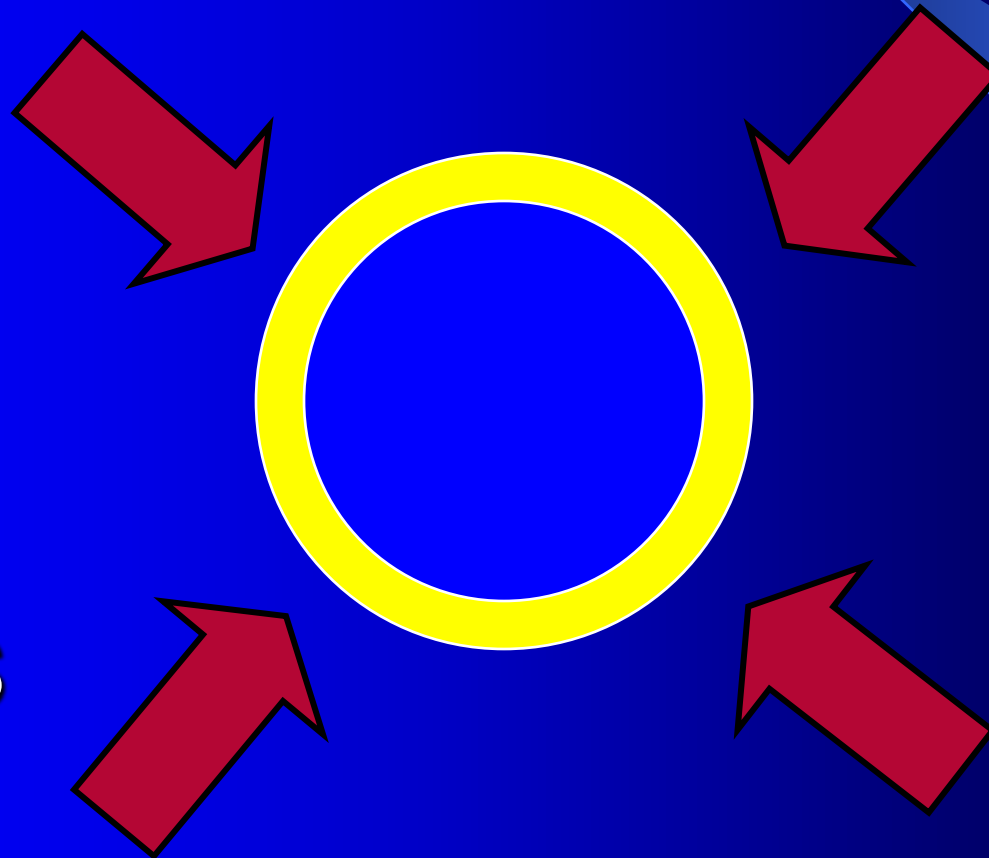
Total = 3,644,894 rides

Intermodal Transportation Center

GREAT

ECU
Transit

PATS



Greenville's Current Transfer Area





What do ITC's look like?

Consultants – Wendel Dechscherer
and Moser, Mayer Phoenix Prepared
the following images for a public
review meeting in April 29, 2008

TRANSIT CENTER DESIGN

Spartanburg Transit Center



TRANSIT CENTER DESIGN

Asheville Transit Center



INTERMODAL CENTER DESIGN

Kalamazoo Transportation Center



INTERMODAL CENTER DESIGN

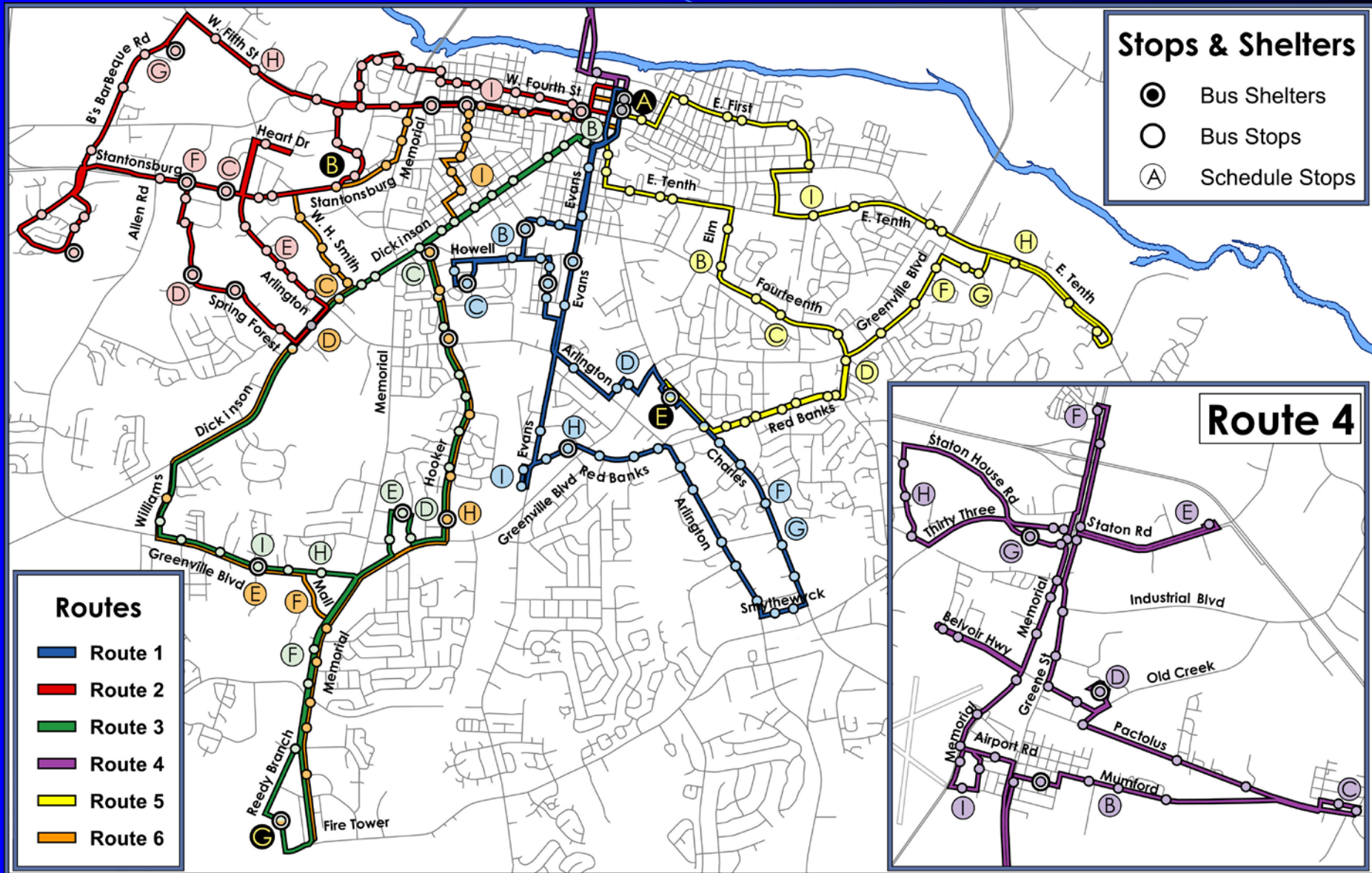
Racine Intermodal Transportation Center



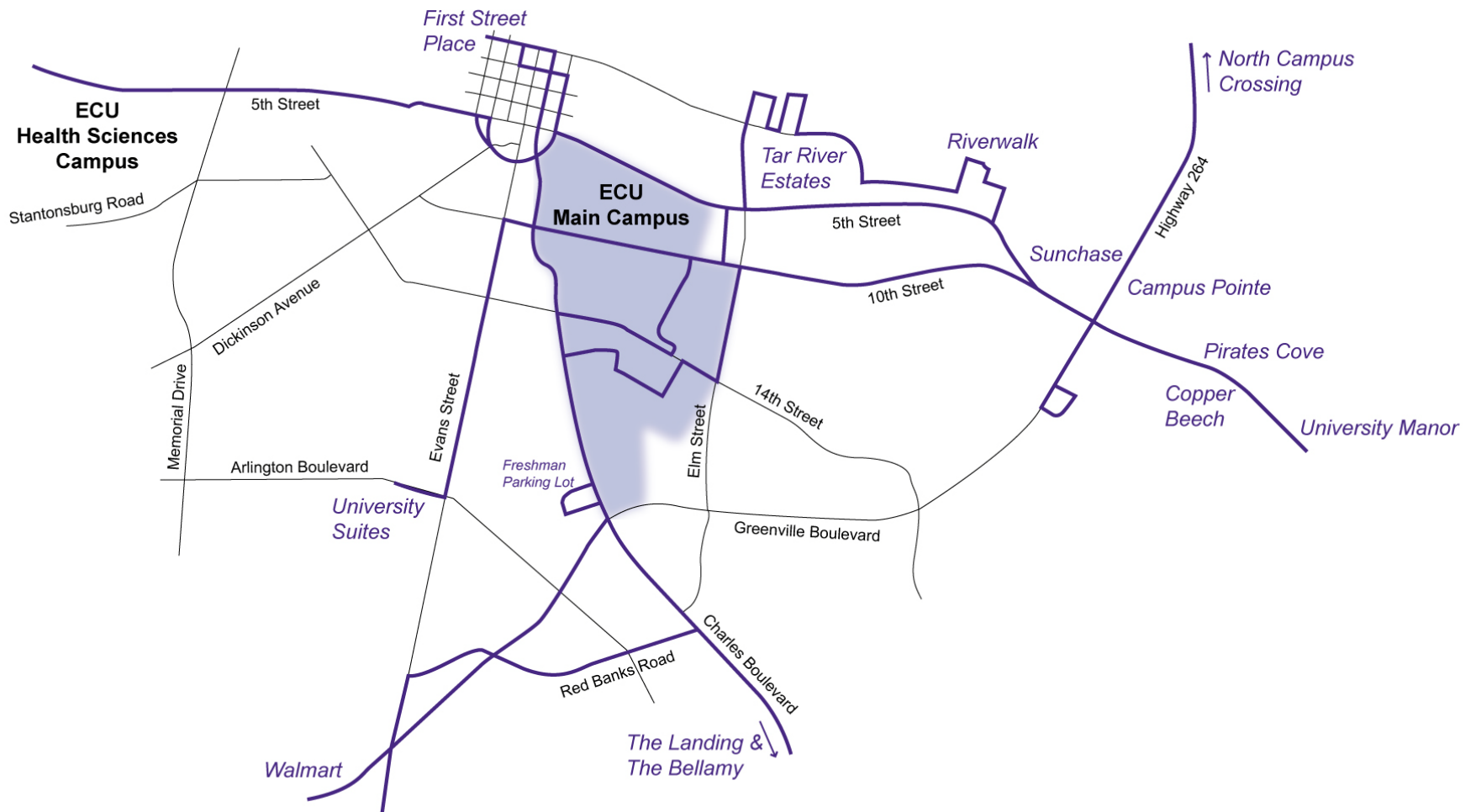
Themes for the Facility

- Accessibility
- Safety and Security
- Multipurpose
- Inspiring
- Streamlined

GREAT Routes



ECU Routes



The background is a solid blue color with a subtle gradient. A thin, light blue curved line starts from the top left and arcs across the upper portion of the slide. On the right side, there is a darker blue triangular shape pointing towards the center.

What is the history of
Greenville's ITC?

In 1995,
Gov. James Hunt
commissioned a statewide
review of public transportation.

2001 the report published.

One recommendation for
Greenville – a transportation
hub.



In 2003, Regional Transit Feasibility Study was completed

- NCDOT
- City of Greenville
- Pitt County
- University Health Systems
- ECU

2004, City of Greenville Plans

- Horizons Plan – Adopted by City Council Item H21. “Consider creating a multi-module transportation center” (for the center area)
- Uptown Parking Study Update
 - plenty of parking, look for alternative forms of transportation.
 - encourage transit as an alternative, as a means of managing parking.

Jan. 2006

- Center City – West Greenville
Revitalization Plan had 2 paragraphs stating that a hub for transportation was needed & would be a catalyst for economic development & was to be located downtown. Adopted by City Council

March 2006

- Greenville Intermodal Transportation Center Feasibility Study, Final Report
- At that time GREAT had 200,000 riders with 50,000 transfers and 4 routes.
- Initial look at layout, building size, cost of project and maintenance.
- Project cost \$5.7 M to \$8.2M
- Maintenance & staff cost \$ 433,000/yr.

2009

- Site Selection & Concept Design

Analyzed several sites, rated the sites

Showed a preferred site, suggested site plan, building plan

- 2008, Greenville ITC Operating Model Report

Shows how costs might be divided up

- 2008, Dec. Environmental Assessment, Regulatory Review leading toward a Categorical Exclusion. Hopefully to avoid a full Environmental Impact Statement.

- Jones Lee House, intended to leave on the site and work around.

Jones Lee House



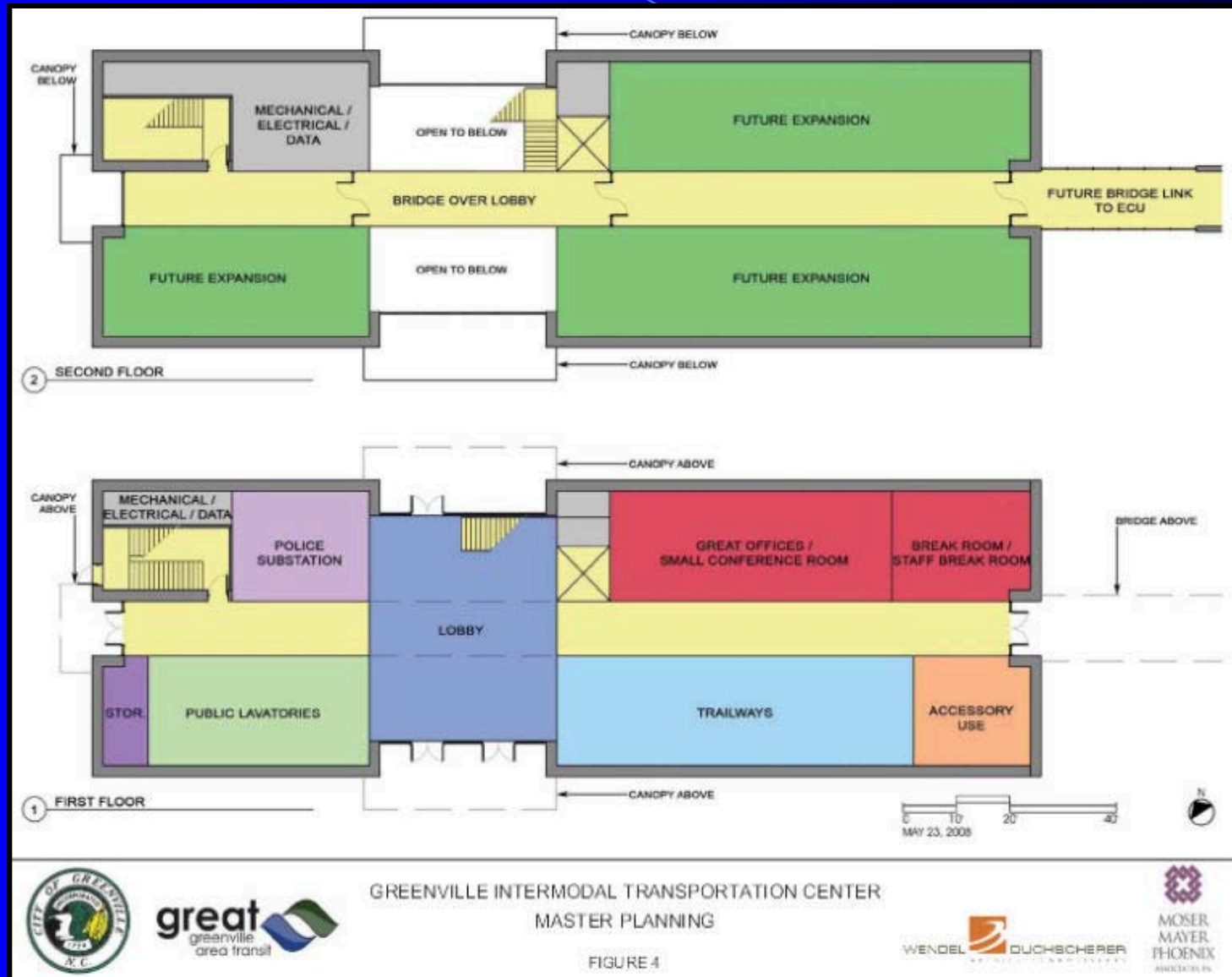
Preferred Site



Concept Site Plan (latest)



Suggested Building Plan



May 7, 2009

- Project had to stop and ask for an extension in time from the Federal Government in order to complete the required full Environmental Impact Statement
- This included a Sec. 106 National Historic Preservation Act Requirements.
- The City received the extension and rebid this portion of the work.



Nov. 11, 2009

Memorandum of Agreement

Funding

80% - Federal Government

10% - State of North Carolina (NCDOT)

10% City of Greenville

April 11, 2011

- A preliminary FONSI was issued by the Federal Authorities – Finding of No Significant Impact.
- Public Review till May 11, 2011. Only one comment.
- A mitigation plan was in place for all impacts, including moving the Jones-Lee House to a more suitable location.
- Final received – July, 2011

August, 2011

- Submit to the Feds a Real Estate Acquisition Plan.
- Now ready to begin obtaining current appraisals on the properties.

October 10, 2011

City Council votes to stop the process on the current site.

Council also votes to reopen the site selection process.

What happened?

ECU's Master Plan has a different plan for that site.

The recession has opened up opportunities for sites that were not available back in 2007-2008.

Dec. 26, 2011

- 20 firms were asked to submit bids for the new site selection.
- 2 firms responded.
- 1 firm has been selected and their fee is being negotiated.

April 9, 2012

The firm's contract will be presented to
City Council for their approval.

Cost to the city \$15,000.

What can you do to help?

- Encourage and support the City Council
- Participate in the upcoming Public Participation Process
- Write letters to the editor
- Come to Public Transportation & Parking Commission meetings and voice your comments.
- Come to City Council Meetings and do the same.

We need your support!

More Information

www.greatnc.com