GETTING THERE 2045
METROPOLITAN TRANSPORTATION PLAN
Burlington-Graham MPO

Public Input Meeting
July 23, 2019

Presented by VHB

Why are we here today?

- Learn about the Burlington-Graham Metropolitan Planning Organization (BGMPO) Metropolitan Transportation Plan (MTP) process

- Review draft Vision, Goals, and Objectives

- Identify transportation issues, opportunities, and constraints

Burlington-Graham MPO& MTP Overview

What is an MPO?

- "Metropolitan Planning Organization"
  - One of 19 in North Carolina
- Representatives from local governments & transportation authorities representing large urban areas
- Required by Federal law to serve as the transportation policy-making organization for an urbanized area
- Oversee transportation planning within the MPO's planning area using a "3-C" – *Continuing, Coordinated, and Comprehensive* – process

Who Participates in MPO planning?

Burlington-Graham MPO

- Designated MPO for Alamance and portions of Guilford and Orange Counties

- Provides transportation planning for:
  - Burlington
  - Graham
  - Mebane
  - Elon
  - Gibsonville
  - Green Level
  - Haw River
  - Whitsett
  - Village of Alamance
  - Alamance County
  - Portions of Guilford and Orange County

- City of Burlington is the Lead Planning Agency

- Partnership with FHWA, NCDOT and area transit providers

Data source: FHWA Transportation Planning Capacity Building Program MPO Database

454 square miles
161,793+ persons
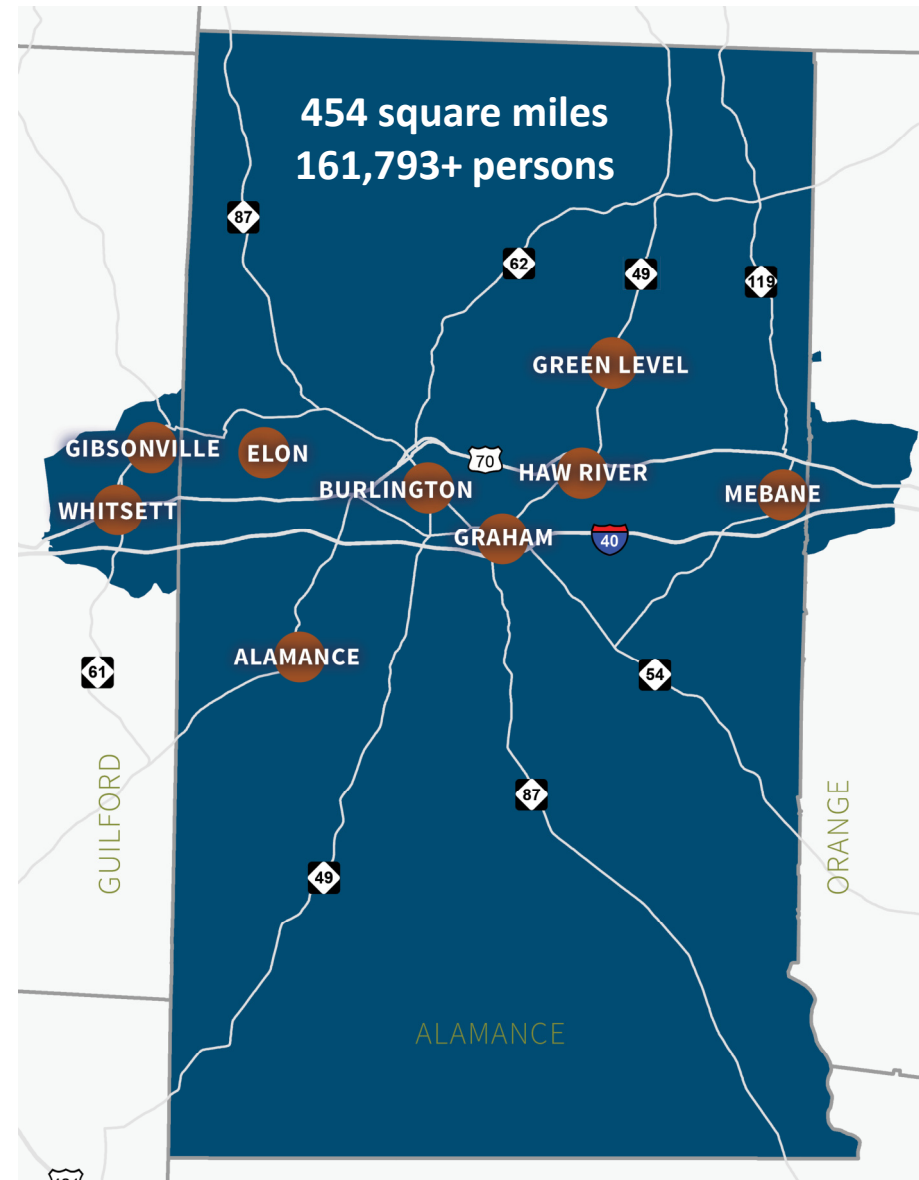
TMA Threshold

- The region might cross the 200,000 population threshold in 2030
- MPOs>200,000 in pop. are Transportation Management Areas (TMAs)
- BGMPO region will have access to a set-aside of federal transportation funding (STBG-DA), likely $2-3 million/year
- Can be used for CST, PE, ROW of federal aid-eligible transportation projects (roads –if collector+; bike ped and transit capital)
- Those funds can be "flexed" to MPO PL funds for special studies or regular work program (additional local match required)
- Would also add new federal transportation planning requirements – i.e. Congestion Management Process

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Transportation Planning Tasks

Envision Needs: Comprehensive Transportation Plan

Vision Plan

- Transportation infrastructure needed to serve projected traffic for 30-50 years

- Future goals, strategies & projects, not fiscally constrained

- Includes Roadway, Transit, Bicycle, Pedestrian, and Rail modes

- State mandated

Prioritize Improvements: Metropolitan Transportation Plan

Fiscally Realistic Plan

- Transportation infrastructure for a 20 year minimum horizon

- Prioritizes transportation improvements

- Future goals, strategies & projects, fiscally constrained

- Updated every 5 years

- Federally mandated

Implement Projects: Transportation Improvement Program

Implementation Plan

- Transportation investment plan for a 10 year horizon

- Prioritizes projects, timelines, funding

- Updated every 2 years

- Federally mandated

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Timeline

Vision, Goals & Objectives
- » April-August, 2019
- » Steering Committee Meetings: May 21st and June 26
- » Public Input Meeting July 23
- » Public Survey July-August 2019

Base Year Conditions
- » April-August, 2019
- » Stakeholder Interviews May-June 2019
- » Public Input Meeting July 23
- » Public Survey July-August 2019

Future Year Deficiencies & Alternatives
- » August –November, 2019
- » Steering Committee Meeting October 15, 2019
- » Public Input Meeting November 2019

Recommendations & Funding Options
- » September 2019-January, 2020
- » Steering Committee Meeting January 21, 2020
- » Public Input Meeting February 2020

Draft Plan & Final Plan Adoption
- » February-May, 2020
- » Steering Committee Meeting March 10, 2020
- » Plan Adoption at TAC Meeting May 19, 2020

We are here

Additional public input will be requested at different stages of plan development

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Stakeholder Interviews Input

May-June 2019

- Pedestrian, bicycle, & transit deficiencies

- Coordinate multimodal investments with the region's growth

- Inadequate north-south connections

- Congestion during peak periods — mobility & safety issues

- Transportation investment decisions should consider:
  - Health
  - Mobility-impaired populations
  - Income
  - Access to vehicle

Alamance Network for Inclusive Health Care
Alamance County Recreation & Parks
Burlington Recreation & Parks
Alamance County Chamber of Commerce
Burlington Chamber of Commerce
Wellness Collaborative
Alamance Community College
Kernodle Senior Center
Elon University

Vision, Goals and Objectives
Developed with Steering Committee

Vision

Getting There 2045 will support investment in a multimodal transportation network for a vibrant and prosperous Burlington-Graham region, where:

- Residents of all ages have access to opportunities and a good quality of life

- Businesses can grow and thrive

- Natural and cultural resources of the region are protected

Goals

Goal 1	Goal 2	Goal 3	Goal 4	Goal 5
Provide a safe, secure, comprehensive, and effective transportation system to move people and goods within and through the area	Provide a transportation system that enables mobility choices	Seek to optimize the existing transportation system	Promote equity and accessibility in transportation options for transportation-disadvantaged populations	Integrate land use and transportation planning

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BGMPO MTP Goals and Objectives

Federal Transportation Planning Factors

	Goal 1: Provide a safe, secure, comprehensive and effective transportation system to move people and goods within and through the area	Goal 2: Provide a transportation system that enables mobility choices	Goal 3: Seek to optimize the existing transportation systems	Goal 4: Promote equity and accessibility in transportation options for transportation-disadvantaged populations	Goal 5: Integrate land use and transportation planning
Support the economic vitality of the metropolitan area	Partial	Full	Full	Partial	Full
Increase the safety of the transportation system for motorized and non-motorized users	Full	Full	Full	Full	Partial
Increase the security of the transportation system for motorized and non-motorized users	Full	Partial	Partial		
Increase the accessibility and mobility of people and freight	Full	Full	Full	Full	Full
Protect and enhance the environment, promote energy conservation, and improve the quality of life	Partial	Full	Partial	Partial	Full
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	Full	Full	Full	Full	Full
Promote efficient system management and operations	Partial	Full	Full	Full	Partial
Emphasize the preservation of the existing transportation system	Partial	Partial	Full	Full	Full
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	Partial	Partial		Partial	Full
Enhance travel and tourism	Full	Full	Full	Partial	Full

● Full   ○ Partial

BGMPO Transportation System: Existing Conditions

Report available at http://www.bgmpogettingthere2045.com/

EMPLOYMENT BY INDUSTRY

- 2% Information Services & Technology
- 2% Financial & Insurance
- 3% Professional Services
- 5% Real Estate, Housing & Construction
- 13% Leisure & Hospitality
- 17% Medical & Healthcare
- 17% Retail & Other Services
- 20% Manufacturing, Trade & Utilities
- 21% Non-profit, Education & Government

TRAVEL DISTANCE

- Triangle (Raleigh, Durham, Chapel Hill) 35 mi
- Washington, D.C. 291 mi
- Charlotte, NC 113 mi
- Atlanta, GA 352 mi
- Triad (Greensboro, Winston-Salem, High Point) 22 mi

Source: Alamance Chamber of Commerce Economic Development Infographics

Economic Trends

+ Convenient to major metro areas in the Southeast

+ Direct access to 40/I-85, two international airports, major rail freight corridor

+ Existing diverse industrial base

- Educational attainment and median incomes lower than Triad or Triangle regions

2014 MEDIAN INCOME

HOUSEHOLD		PER CAPITA	
Alamance County	$43,209	Alamance County	$23,989
North Carolina	$48,256	North Carolina	$26,779
United States	$55,322	United States	$29,829

Source: 2011–2015 American Community Survey, US Census Bureau, 2014

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Burlington-Graham MPO Commuting Patterns

Winston-Salem MPO

Greensboro MPO

7% to all other locations

15%

2%

47%

17%

Durham-Chapel Hill-Carrboro MPO

Capital Area MPO

Burlington-Graham MPO

7%

Cabarrus-Rowan MPO

Inflow/Outflow Job Counts in 2015

5%

Gaston-Cleveland-Lincoln MPO

Charlotte Regional TPO

- 30,663 - Employed in Selection Area, Live Outside
- 36,213 - Live in Selection Area, Employed Outside
- 31,682 - Employed and Live in Selection Area
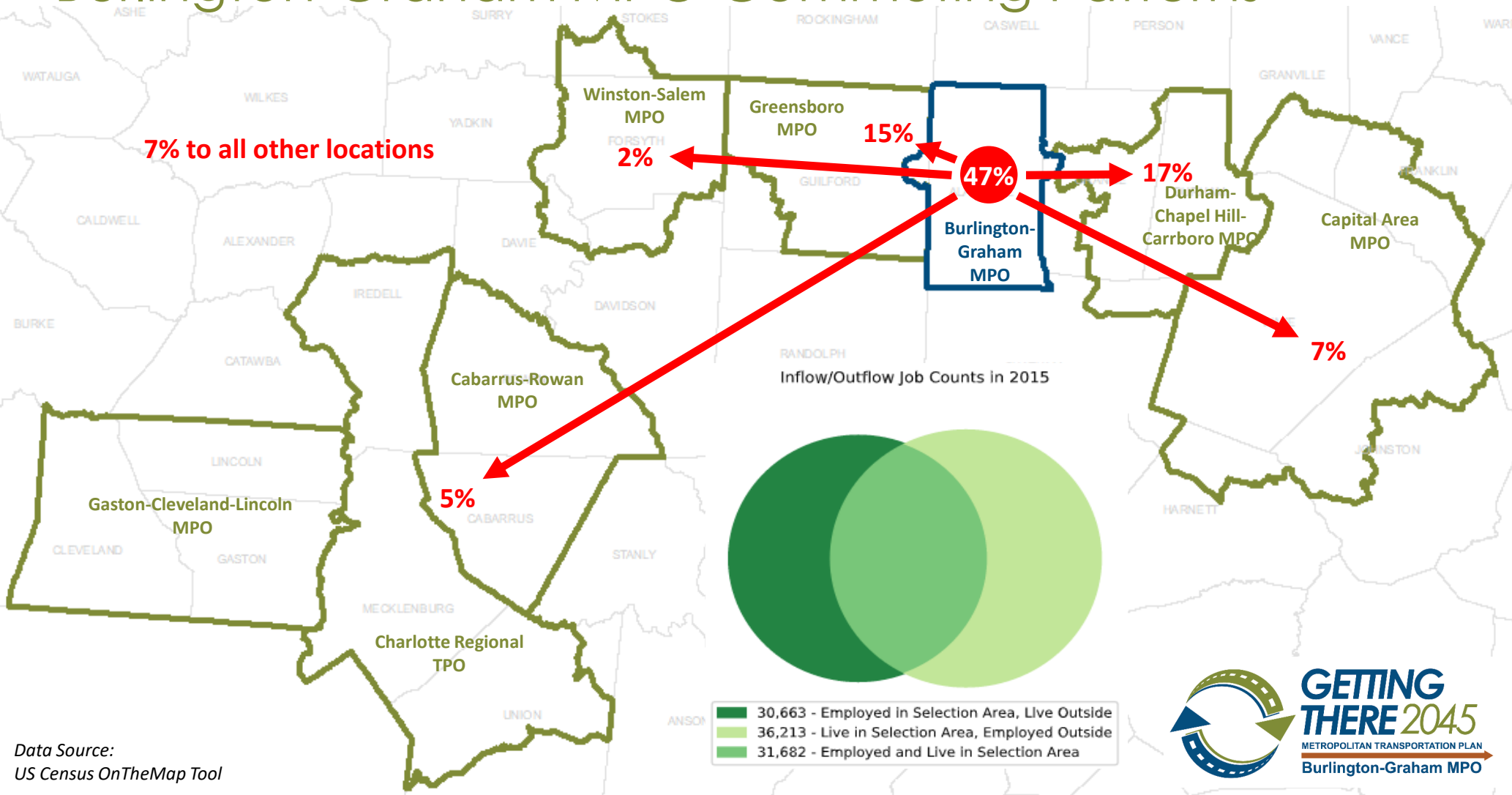
Data Source:
US Census OnTheMap Tool

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Population Growth: 2017-2045

- 37% increase

- 65,000 more people living in the region

  Just over current population of Burlington and Elon combined
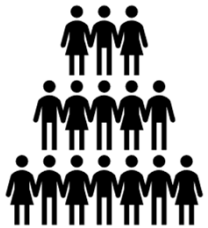
BGMPO Planning Area Population

	176,711	195,663	219,554	241,734
	2017	2025	2035	2045
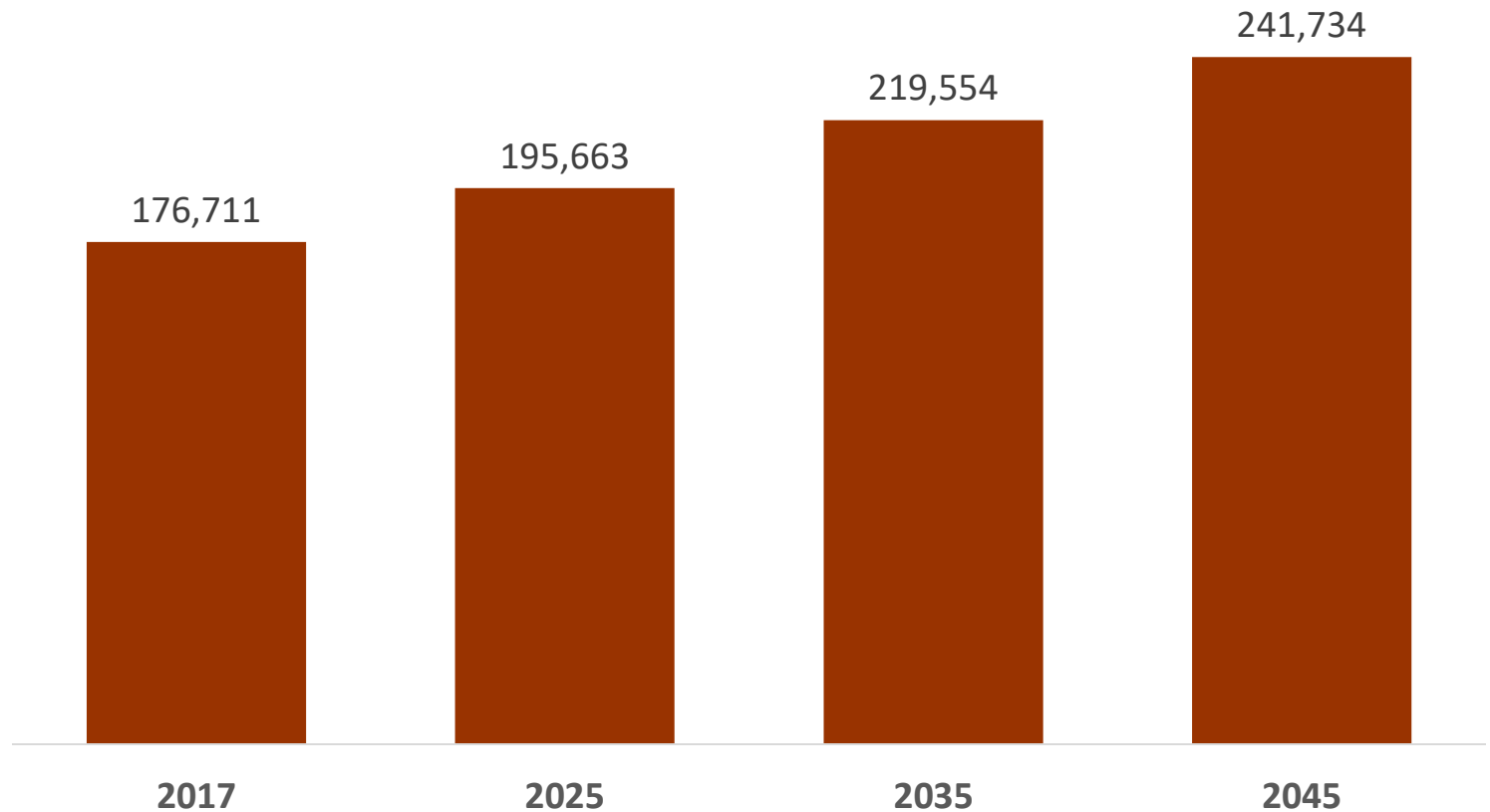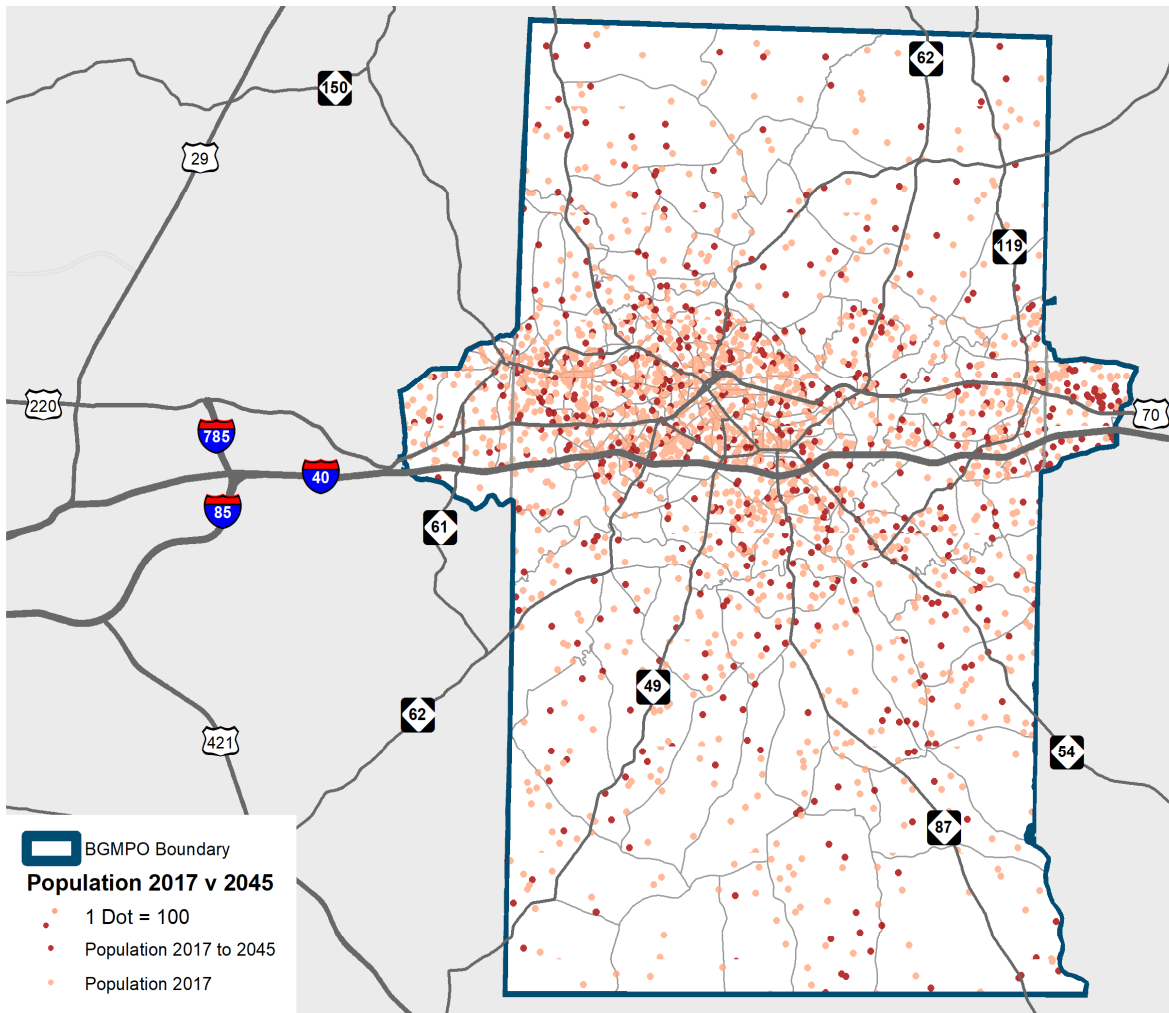
Population Growth

Population growth expected to be spread across the region

Some concentrations along Interstate/US 70 corridor

Employment Growth

Approximately 40,000 more jobs by 2040
73,611 in 2017
114,934 in 2045

Employment growth concentrated in urban core along I-40/I-85 and US 70 corridors

More concentrated than population growth
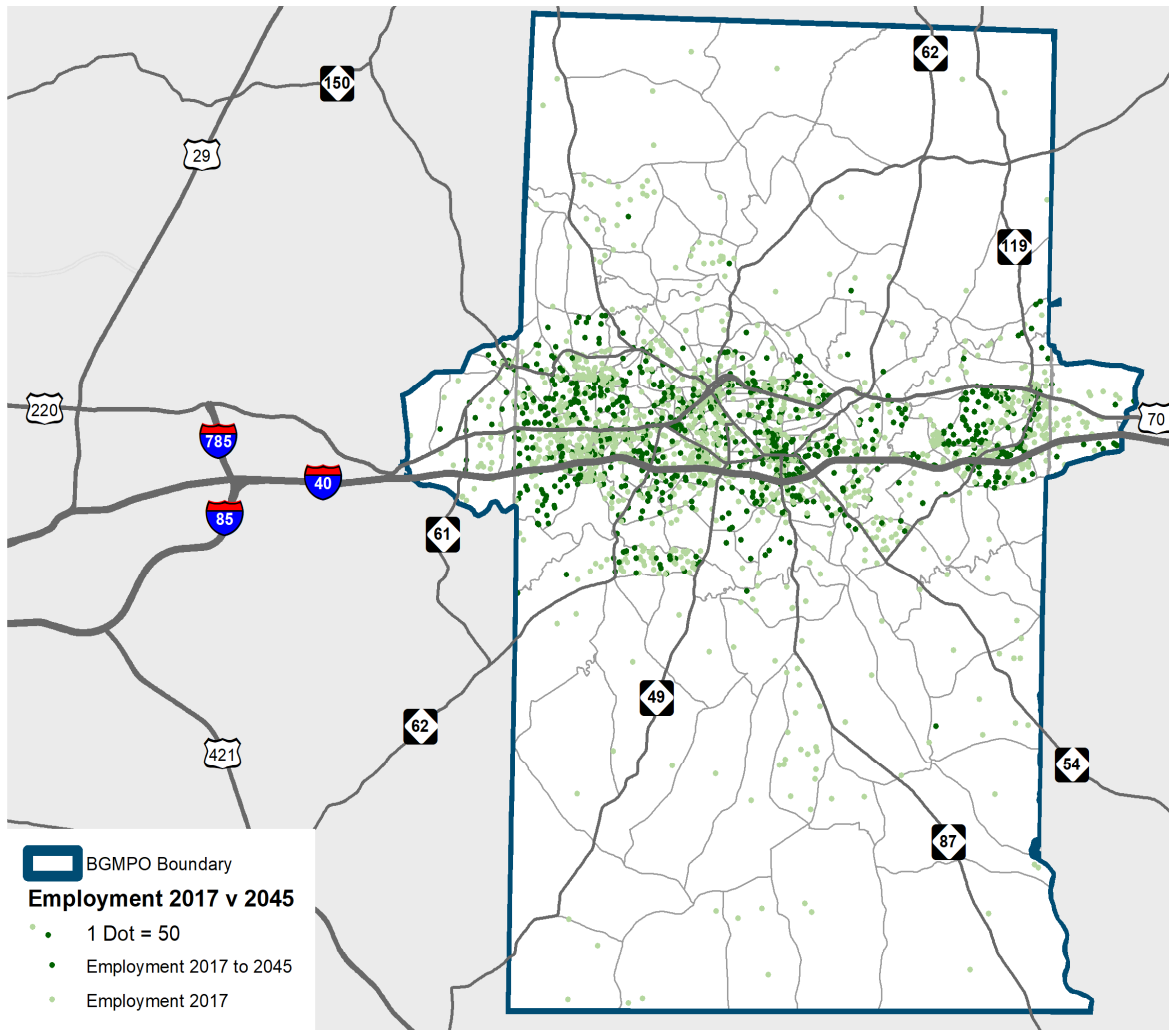
Burlington-Graham MPO Transportation System

~1,950 roadway miles, including:
- One interstate—I-40/85
- One US route—US 70
- Six NC routes—NC 49, NC 54, NC 61, NC 62, NC 87 & NC 119

Six bike loops connected by state designated bike routes covering more than 150 miles

Six public transit systems providing fixed-route, vanpool, commuter, and demand response services:

- Alamance County Transportation Authority
- GoTriangle
- Link Transit
- Orange County Public Transportation
- Piedmont Authority for Regional Transportation
- Elon BioBus

2017 Traffic (AADT) Numbers
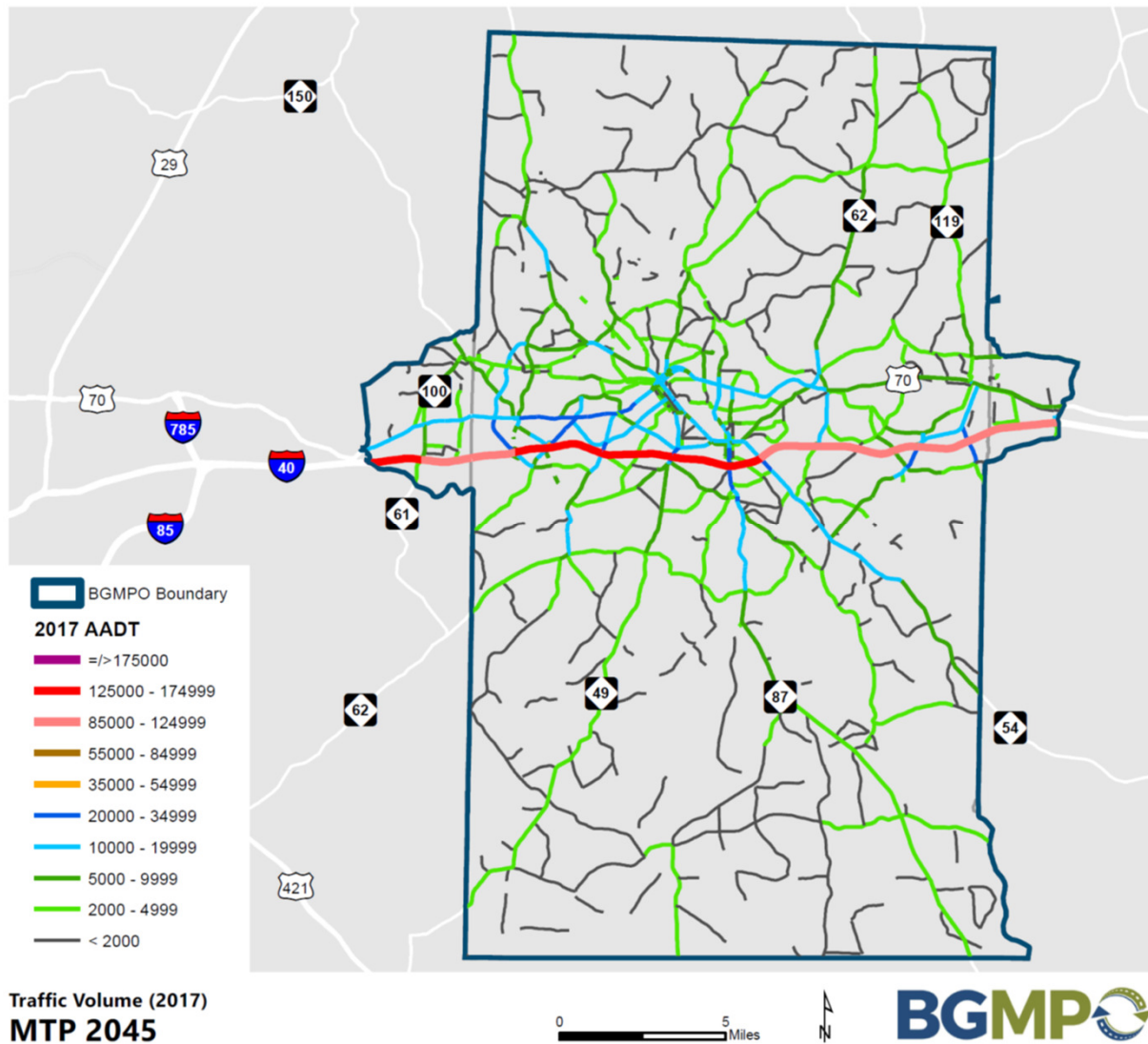
- Traffic volumes up to 134,000 veh/day on I-40/I-85

- Huffman Mill Road and University Drive btw I-40 and US 70 up to 34,000 veh/day
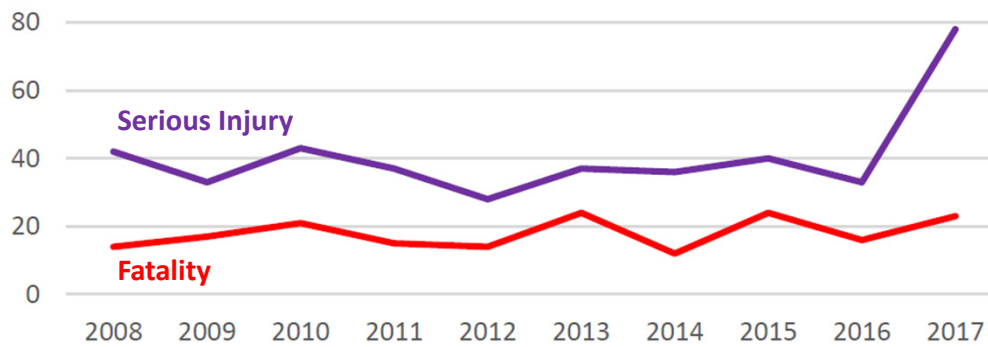
- US 70 up to 29,000 veh/day west of Burlington

Traffic Volume (2017)
MTP 2045

BGMPO Boundary

2017 AADT

- =/> 175000
- 125000 - 174999
- 85000 - 124999
- 55000 - 84999
- 35000 - 54999
- 20000 - 34999
- 10000 - 19999
- 5000 - 9999
- 2000 - 4999
- < 2000

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PM Peak Congestion

- PM peak congestion critical on US 70 and on major arterials connecting US 70 and I-40

Pct of Time In Congestion*
- <15%
- 15% - 40%
- 40% - 60%
- 60% - 80%
- >80%

*A roadway is "in congestion" whenever the average speed over a five-minute interval falls below 75% of the free-flow speed.
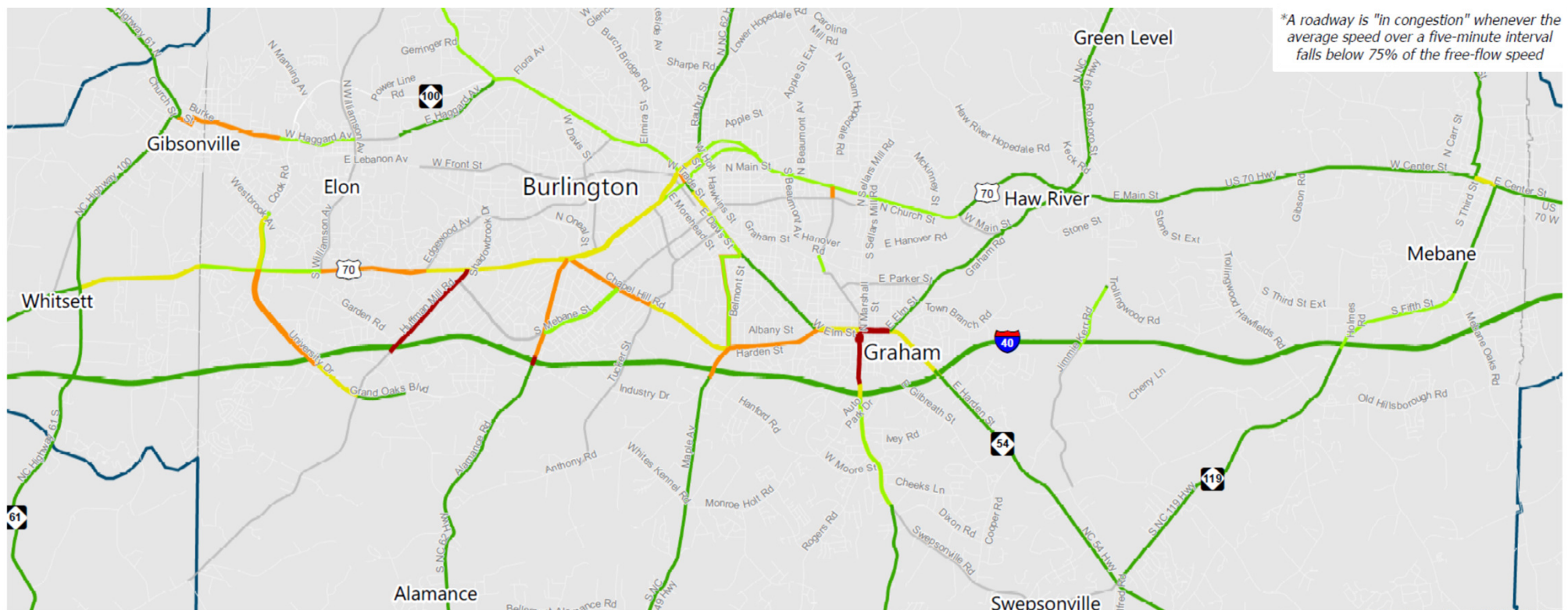
PM Peak Period (4-6 PM) Congestion using HERE Data, 2018 Tues-Thurs.

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Crashes

BGMPO Fatal & Serious Injury Trends (All vehicle types)

Crash Frequency by Intersection

Section Safety Score
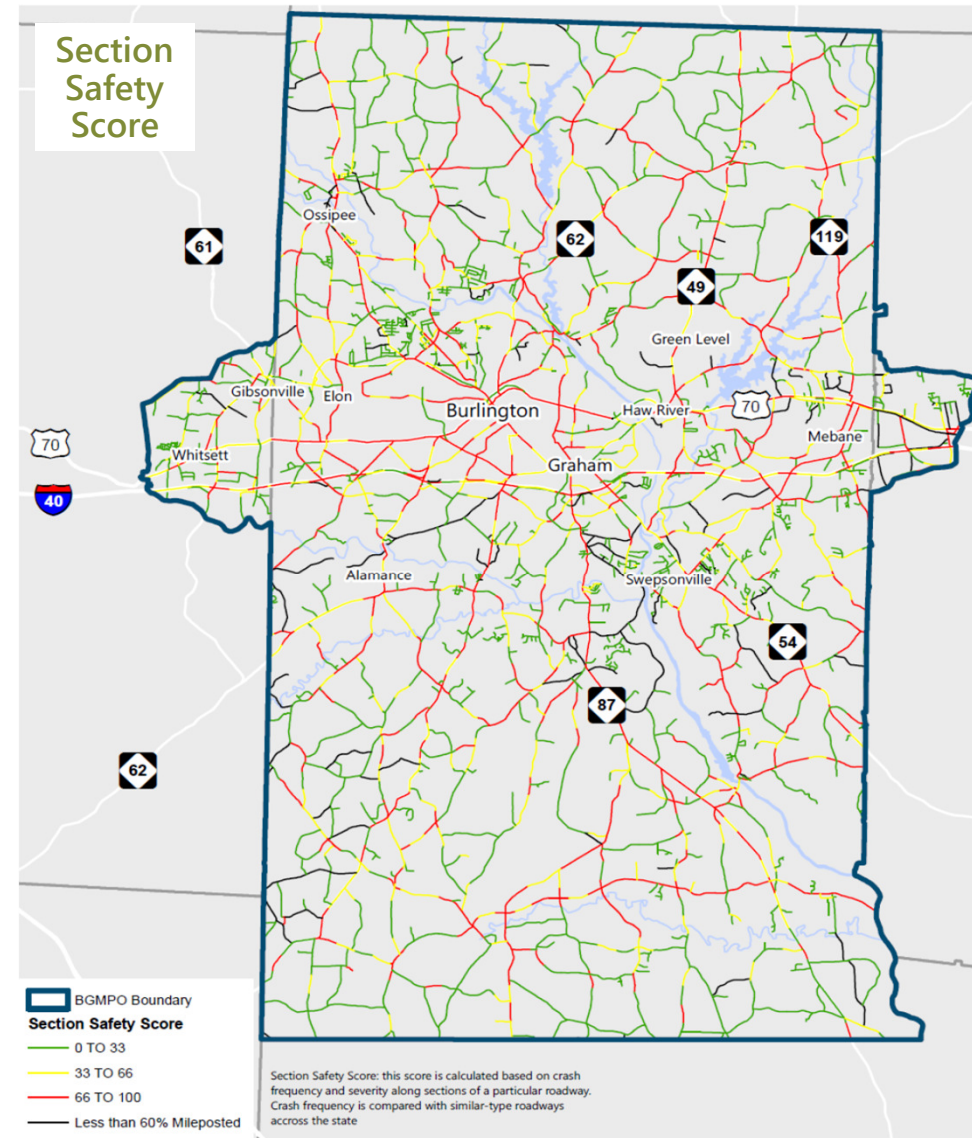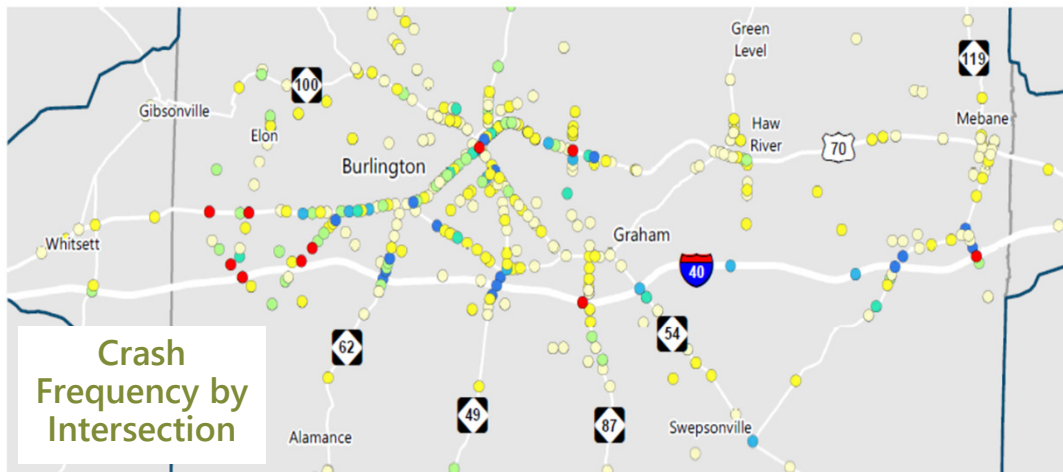
10 Most Dangerous Intersections by Number of Crashes

Rank	Intersection	Total Crashes (2014 - 2018)	Fatal & Type A Injury Crashes (2014 - 2018)
1	I 40 at University Dr (SR 1226)	180	0
2	US 70 S Church St at University Dr (SR 1226)	142	2
3	University Dr (SR 1226) at Boone Station Dr (SR 1301)	122	1
4	I 40 at NC 87 S Main St	112	1
5	Huffman Mill Rd (SR 1158) at Garden Rd (SR 1308)	105	0
6	US 70 N Church St at N/S Graham Hopedale Rd (SR 1716)	104	2
7	US 70 N/S Church St at NC 87 E/W Webb Ave	103	3
8	I 40 at Mebane Oaks Rd (SR 1007)	101	1
9	Huffman Mill Rd (SR 1158) at Forestdale Dr	94	0
10	US 70 S Church St at S Williamson Ave/St. Marks Church Rd (SR 1301)	88	1
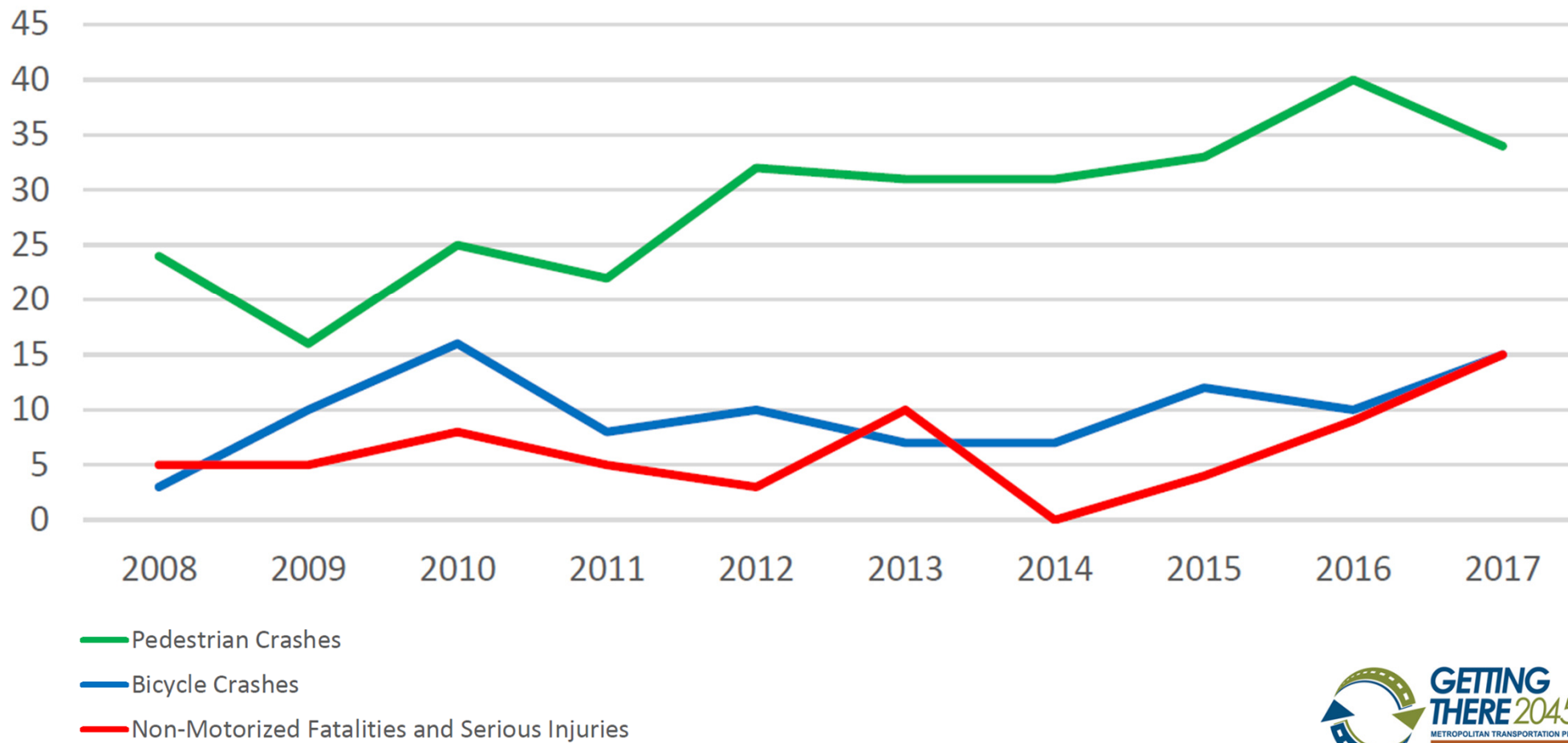
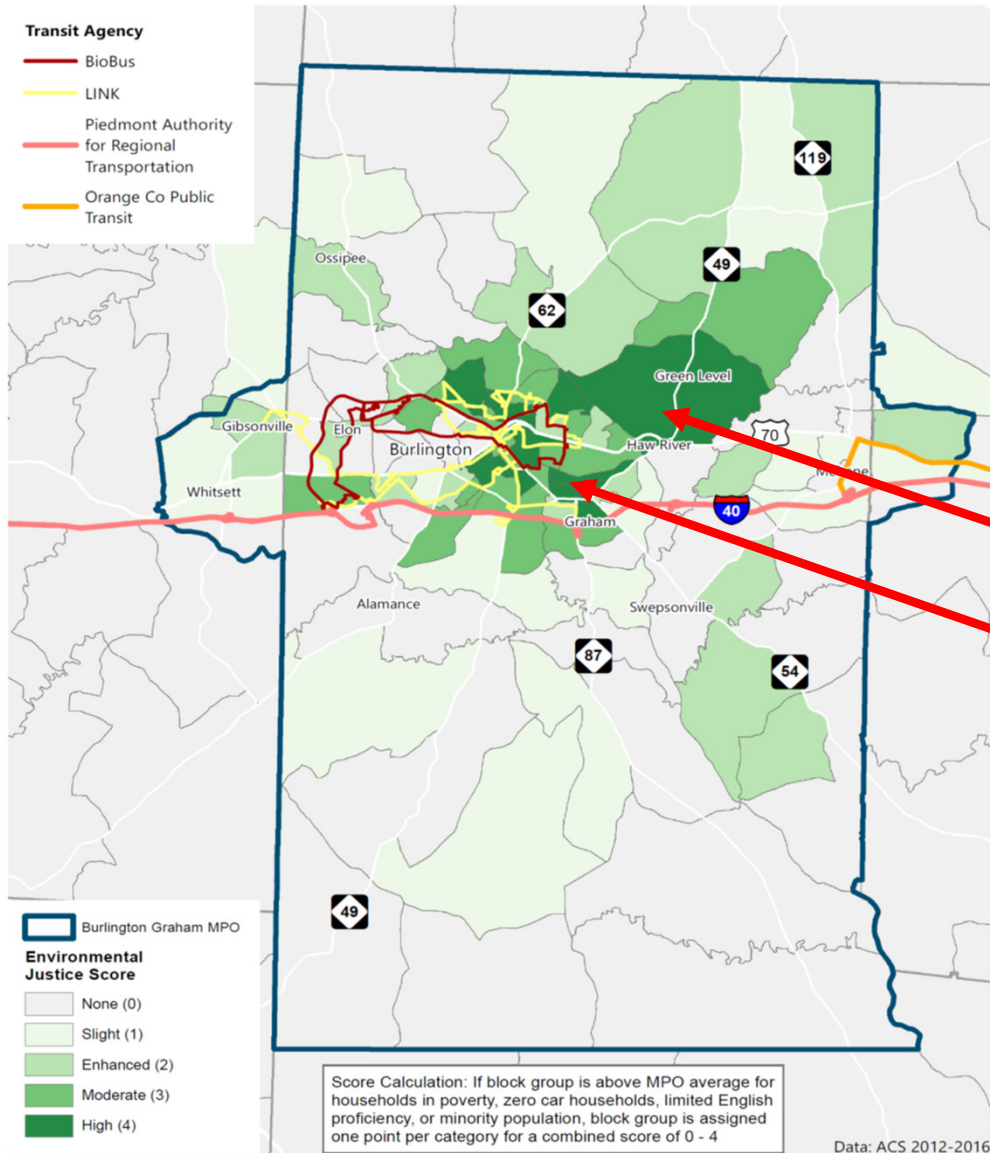# Bike-Ped Fatalities and Serious Injuries
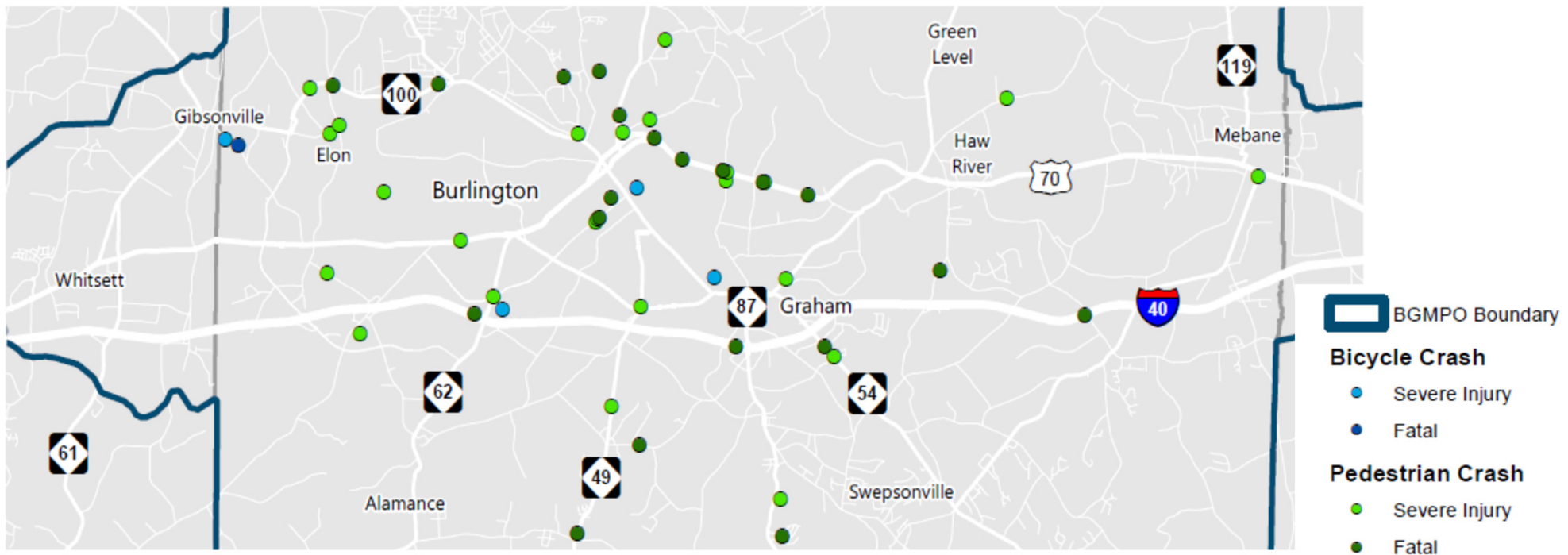
- Bike & pedestrian crashes increasing
- Major arterials (especially US 70) a concern for severe/fatal pedestrian crashes

Existing Bike-Ped Network & Planned Facilities
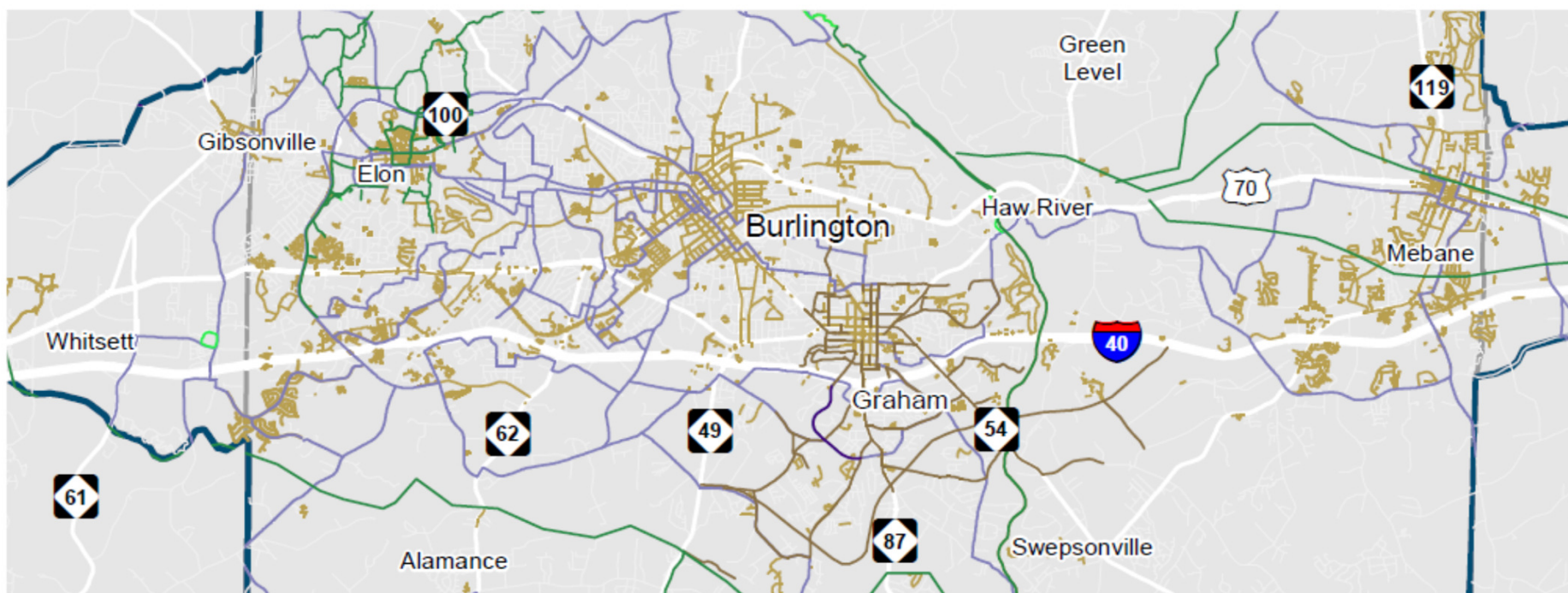
- 431.94 mi of sidewalks
- 13.9 mi of greenways and multi-use paths
- 297.93 mi of bike facilities (bikeable shoulders, routes)
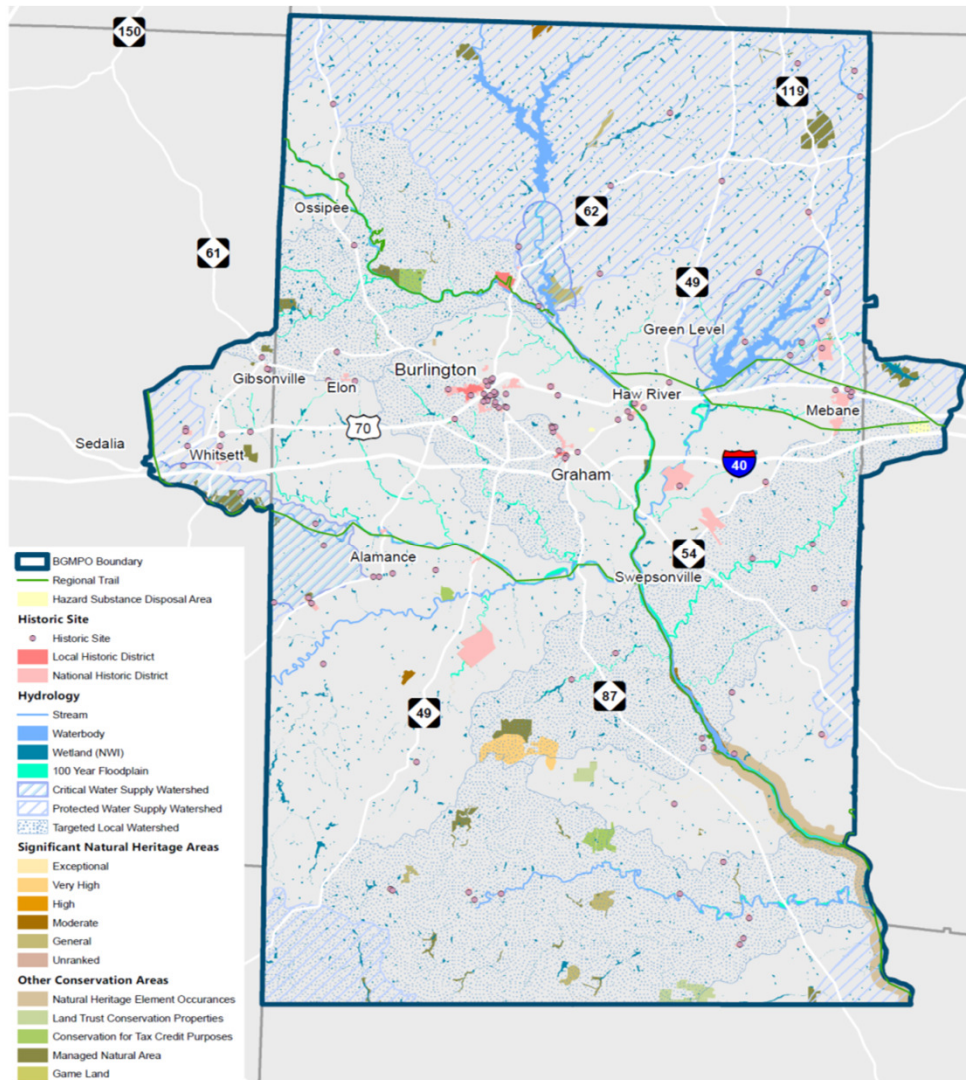
Transit Network and EJ Score

EJ score of 0-4 based on Census Block Group relative to:

- Percentage of households with zero vehicles

- Limited English Proficiency

- Households in poverty above the region's average

- Minority population above the region's average

Natural & Cultural Resources

Constraints

- Locations or sites to avoid when planning new transportation facilities

- Negative environmental and community impacts

- Increased costs & uncertainty

- Longer design & construction schedule

How can you provide input?

- Review the maps and give us comments

- Participate in the online survey

- Sign up for our mailing list to stay informed

- Check the website for updates www.bgmpogettingthere2045.com/

- Help share the info with your friends and neighbors

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Next Steps
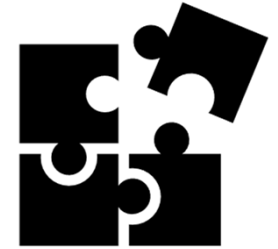
- Identify future deficiencies and develop feasible alternatives

- Public Input meeting expected in November 2019

- Refine recommendations and implementation priorities

- Early February 2020: Draft Plan release and Public Input Meeting

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Any additional questions or comments?

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