

# Burlington-Graham MPO Getting There 2045

Getting There 2045 is a long-range transportation plan for the BGMPO planning area which includes Alamance County and portions of Orange and Guilford Counties. This plan will review existing and future transportation issues and deficiencies and will recommend a list of transportation improvements for a 25-year time horizon.



The Burlington-Graham Metropolitan Planning Organization (BGMPO) **Draft Getting There 2045 Metropolitan Transportation Plan** (MTP) plan is now available for public review and comments on the project website at

<http://www.bgmpogettingthere2045.com/>.

The deadline to provide comments and complete a brief survey is June 11, 2020.

## Travel Demand Model and Future Travel Conditions Deficiencies

Travel demand model results are used to assist decision makers to make informed decisions about future transportation improvements and funding. As part of the MTP update, project consultants, VHB Inc., used the travel demand model developed by the Piedmont Authority for Regional Transportation (PART). 2025, 2035 and 2045 population, employment and household forecasted data estimates were used as inputs. Travel demand model outputs were used to identify roadway network deficiencies in the region.

## Plan Timeline



Three different scenarios were modeled using 2045 population and employment estimates:

1. Existing and Committed transportation projects
2. Expanding roadway capacity
3. Improving safety and traffic operations and efficiency.

Results of these analyses may be viewed in an interactive map format at <http://vhb.maps.arcgis.com/apps/webappviewer/index.html?id=364d1ec8a7574d3aa49f9a07de8b123d>.

A modified scenario with an emphasis on safety and traffic operations was selected as the preferred alternative for the MTP update recommended project list. The model output suggests the most severe congestion problems will occur primarily along the I-40/I-85 corridor, US 70, along some north-south routes and at key intersections and interchanges.

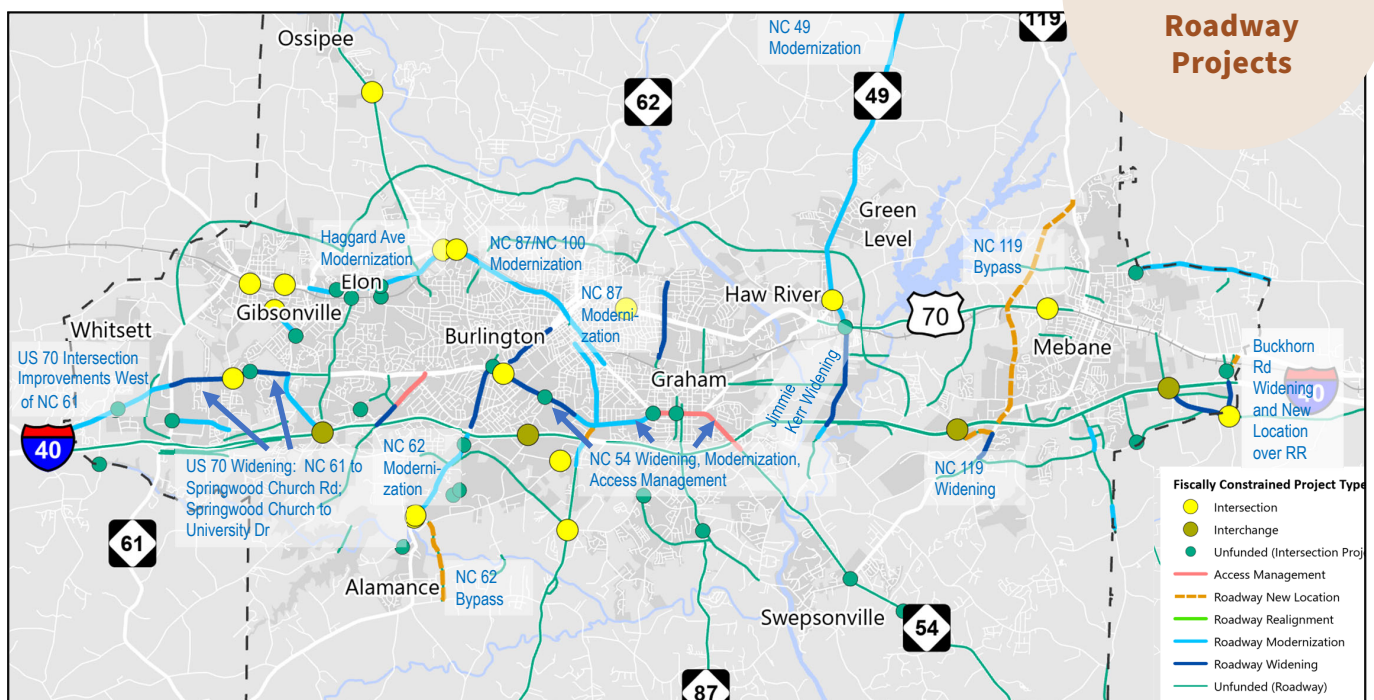
## Highlight of Key Roadway Projects

The vision, goals, and objectives served as a basis to develop the project scoring methodology used to select and prioritize transportation projects. The

project selection methodology for roadway projects was based on congestion, cost-benefit analysis, economic development, safety, and providing multimodal accommodation at key activity centers. Several additional strategic priorities were considered when identifying roadway projects for the final, fiscally-constrained list:

- Improve access to I-40/I-85
- Emphasize US 70 as a major connector across the region
- Enhance roadways in the urban core of the region to improve traffic flow and safety and bring design to modern standards including complete streets accommodations
- Support implementation of projects recommended in corridor studies and recently adopted plans
- Consider geographic equity in project selection
- Ensure the feasibility of funding recommendations over the next 25 years by applying performance-based project programming

## 2025, 2035 and 2045 Fiscally Constrained Roadway Projects



## Bicycle and Pedestrian Projects

A variety of stand-alone bicycle and pedestrian projects have been identified and included in the MTP update. Additional bicycle and pedestrian improvements are expected to be achieved as part of roadway project implementation under the latest NCDOT Complete Streets policy.

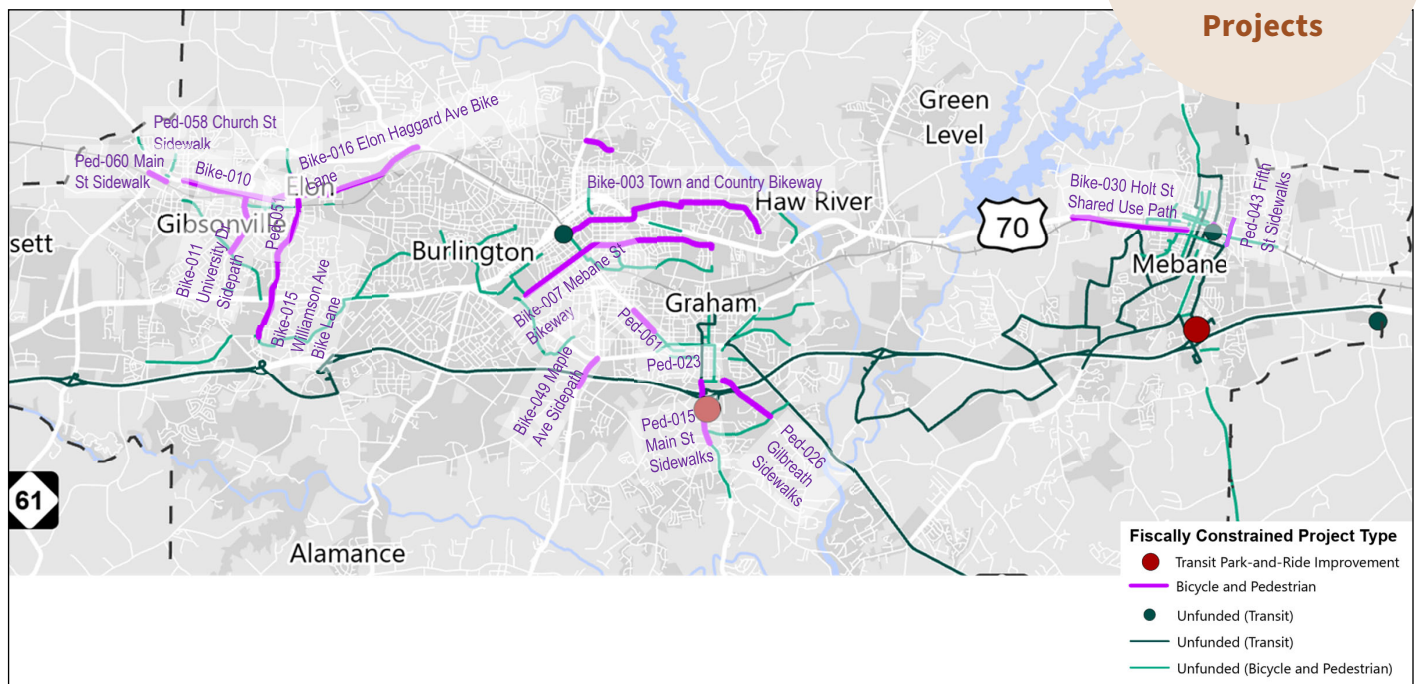
A subset of the fiscally-constrained bicycle and pedestrian projects list are highlighted in the figure below. The map also identifies a proposed Graham park-and-ride lot improvement and unfunded transit and bicycle pedestrian projects.

Bicycle and pedestrian policies and planning strategies are also being recommended as part of this MTP update to ensure that the implementation of complete streets principles continues and that a safer, well-connected network for pedestrians and bicyclists is achieved.

## Transit Considerations

The current fixed-route transit network leaves gaps in portions of Graham, Mebane, and more rural communities of Alamance county that are only being served by demand-response service. Commuters traveling across and outside the region would benefit from increased frequency in existing connector and express bus routes. The study considered potential transit expansion options, and this information is included in the transit section of the Transportation Modes chapter. The table on the next page describes transit projects considered feasible to fund between 2020 and 2045, given anticipated funding levels.

### Fiscally-Constrained Bicycle and Pedestrian Projects



## Plan Adoption

The BGMPO TAC expects to adopt the 2045 MTP on June 16, 2020 after going through a public review process. Draft materials may be viewed online at: <http://www.bgmpogettingthere2045.com>.

## Fiscally-Constrained Transit Improvements Project List

MTP2045 Assigned ID	Project Type	Project Name	Area of Service	Agency Responsible	Estimated Cost	MTP2045 Horizon Year
<b>Tran-001B</b>	Transit Capital to support ongoing operations of existing service	PART Route 4 - replacement express bus capital purchase	Regional	PART	\$500,000	2035
<b>Tran-003</b>	Park-and-Ride Lot expansion	Mebane Park-and-Ride new site or expansion	Mebane	PART/GoTriangle/ City of Mebane	\$2,000,000	2035
<b>Tran-004</b>	Park-and-Ride Lot expansion	Graham Park-and-Ride Lot expansion	Graham	PART/City of Graham	\$2,000,000	2045
<b>Tran-009</b>	Transit capital to support expansion of ACTA service	ACTA additional rural areas service - expansion vehicles	County-wide	ACTA	\$120,000	2045

**How  
to stay  
involved**

Check out the study website at  
<http://www.bgmpogettingthere2045.com/>  
and sign up for our mailing list

*Contact study team members if you have  
any questions:*

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