

**BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COORDINATING COMMITTEE  
TUESDAY MAY 18, 2021 9AM**

The meeting will be held remotely via Microsoft Teams

Any member of the general public who wishes to make public comment should send an email to [wmallette@burlingtonnc.gov](mailto:wmallette@burlingtonnc.gov) or by calling (336) 513-5418 by Friday May 14, 2021 to receive the meeting login information or to have their comments read during the public comment portion of the meeting.

**DRAFT AGENDA**

**1) Call to Order and Determination of Quorum Chairman**

- Welcome and Introductions
- Changes to Agenda / Add On Items
- Speakers from the Floor – 3 minutes per speaker

**2) Approval of Minutes from March 16, 2021 Meeting Chairman**

**3) Haggard Avenue Corridor Plan - Phase I Pam DeSoto**

**INFORMATION:** The Town of Elon was the recipient of BGMPO FY20 Special Studies funding to conduct the Haggard Avenue Corridor Study - Phase I. The study purpose is to improve safety and multi-modal connectivity/access along 0.75 miles of E. Haggard Avenue between N. Antioch Avenue and York Road. Study goals include the creation of a unified roadway and streetscape vision with conceptual designs and Corridor Overlay Zoning District recommendations. E. Haggard Avenue transportation improvement funding is identified in the BGMPO Metropolitan Transportation Plan (MTP) 2045 horizon year.

**RECOMMENDATION/ACTION:** 1) Receive information and discuss.

**4) Lowe's Boulevard Corridor Plan Cy Stober and Ashley Ownbey**

**INFORMATION:** The City of Mebane was the recipient of BGMPO FY20 Special Studies funding to conduct the Lowe's Boulevard Corridor Plan. The project area includes Lowe's Boulevard between NC 119 and Trollingwood-Hawfields Road. The plan objectives were to develop solutions to reduce congestion at the existing NC 119 and Trollingwood-Hawfields Road intersection and improve multimodal connectivity in the area. The City also considered options for extending Lowes Boulevard to Trollingwood-Hawfields Road.

**RECOMMENDATION/ACTION:** 1) Receive information and discuss; 2) Recommend TAC plan adoption and roadway improvement recommendations included in the Comprehensive Transportation Plan (CTP).

**5) NCDOT Draft CTP Maps and Project Lists Wannetta Mallette**

**INFORMATION:** NCDOT is requesting TCC and TAC review of draft CTP maps and project lists. The draft CTP was developed as a result of reviewing the BGMPO 2045 Metropolitan Transportation Plan (MTP) unfunded project list and other local and regional transportation plans. The review period will end June 30,

2021 and, following BGMPO staff review, comments forwarded to NCDOT. The draft CTP will be released for a 30-day public review and comment period and a public hearing scheduled during the TCC and TAC's August 17, 2021 meetings. NCDOT requests adoption of the final CTP maps and project proposal list at the October 19, 2021 TAC meeting.

- 6) **FHWA Update** **Suzette Morales**
- 7) **NCDOT TPD Update** **Darryl Vreeland**
- 8) **NCDOT Division Engineer Report** **Stephen Robinson**
- 9) **Other Business** **Wannetta Mallette**
  - Highway Safety Plan RFP Update
  - SPOT 6.0 Update
  - Meeting Frequency/Schedule Update
  - Reports and Questions from TCC Members
    - HB511
  - **Next Meeting Scheduled August 17, 2021**

***ACCESS TO INFORMATION:***  
***ALL MPO DOCUMENTS AND DATA CAN BE PROVIDED IN ALTERNATIVE FORMAT UPON REQUEST***  
***PLEASE CONTACT THE MPO OFFICE FOR ADDITIONAL ASSISTANCE AND INFORMATION***  
***336-513-5418***

***ACCESO A INFORMACION***  
***TODOS LOS DOCUMENTOS Y DATOS DE MPO SE PUEDEN PROPORCIONAR EN FORMATOS ALTERNOS A PETICION***  
***POR FAVOR COMUNIQUESE CON LA OFICINA DE MPO PARA INFORMACION E ASISTENCIA ADICIONAL***  
***336-513-5418***

*It is the policy of the Burlington Graham Metropolitan Planning Organization to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.*

## MINUTES

### BURLINGTON-GRAHAM METROPOLITAN PLANNING ORGANIZATION TECHNICAL COORDINATING COMMITTEE

TUESDAY, MARCH 16, 2021

9:00 AM

#### VIA MICROSOFT TEAMS

#### MEMBERS PRESENT

Nishith Trivedi, Orange County (Chair)  
Mike Nunn, Burlington (Vice Chair)  
Mark E. Kirstner, PART  
Brandon Parker, Gibsonville  
Theo Letman, OCPT  
Tonya Caddle, Alamance County  
Cy Stober, Mebane  
Pam DeSoto, Elon  
Nathan Page, Graham  
Meg Scully, GoTriangle  
Bonnie Guo, GoTriangle  
Ralph Gilliam, ACTA

#### BGMPO STAFF PRESENT

Wannetta Mallette

#### NCDOT STAFF PRESENT

Tamara Njegovan, NCDOT Division 7  
Stephen Robinson, NCDOT Division 7  
Daryl Vreeland, NCDOT TPD

#### FHWA STAFF PRESENT

Suzette Morales

#### Call to Order

Chair Nishith Trivedi called the March 16, 2021 TCC meeting to order at 9:02 a.m. and welcomed all members and guests. Ms. Wannetta Mallette conducted the membership roll call and established a quorum.

Chair Trivedi asked if there were any speakers from the floor and requested public comments be made. No public comments were made and there were no speakers from the floor. Chair Trivedi presented the draft agenda for adoption and requested a motion to approve. No changes were made to the draft agenda. Ms. Tonya Caddle made the motion to approve the agenda. Mr. Cy Stober seconded the motion. The motion passed by unanimous voice vote.

#### Approval of January 19, 2021 TCC Meeting Minutes

Chair Trivedi requested a motion to approve the January 19, 2021 meeting minutes. Mr. Stober made the motion and Mr. Mark Kirstner seconded the motion. The motion to approve the January 19, 2021 meeting minutes carried by unanimous voice vote.

## **Draft FY22 Unified Planning Work Program**

Ms. Mallette presented an overview of the BGMPO draft FY22 Unified Planning Work Program (UPWP). Ms. Mallette explained the work plan revisions made as a result of comments received during the public comment period ending March 15, 2021 that included: the US 70 West Special Study removal as the project will be fully funded by the DCHC MPO; the Highway Safety Plan funding category change as a result of a NCDOT grant award; and identifying the Mebane Park and Ride relocation study as a FY21 carry-over project. The FY22 UPWP also includes the BGMPO Traffic Data Collection program as a Special Study. The regional traffic count study was postponed from FY21 due to the Covid-19 pandemic.

Ms. Mallette requested the TCC to recommend TAC approval and to certify the UPWP adheres to the 3-C transportation planning process. Chair Trivedi opened and closed the public hearing after receiving no additional public comments. Chair Trivedi requested a motion to recommend TAC approval of the FY22 UPWP and to certify the planning process. Mr. Kirstner made the motion that was seconded by Mr. Page. The motion carried by unanimous voice vote.

## **2021 Transit Performance Measures and Targets**

Ms. Mallette provided an overview of the BGMPO 2021 Transit Performance Measures and Targets developed in collaboration with its five regional transit agencies. MPOs have 180 days to set performance targets after receipt of transit agency safety plans. MPOs are then required to integrate transit safety targets within their TIPs and MTPs updated or amended after July 20, 2021. Ms. Mallette explained that while transit agencies may opt to endorse state targets, MPOs are required to establish highway and transit targets on an annual basis.

Chair Trivedi requested a motion to approve the BGMPO 2021 Transit Performance Measures and Targets. Ms. Tonya Caddle made the motion to approve, seconded by Vice Chair Mike Nunn. The motion carried by unanimous voice vote.

## **BGMPO Local Input Point Methodology**

Ms. Mallette presented an overview of revisions to the BGMPO Local Input Points Methodology including the new SPOT local input points flex policy, the process for donating local input points between MPO's and Divisions, and the BGMPO local input point allocation process. She explained the BGMPO can allocate a total of 1,400 points to Regional Impact and Division Needs projects. MPOs are required to use at least two criteria (one being quantitative) to evaluate and rank projects before assigning local input points. Ms. Mallette then outlined the remaining STIP development schedule. The SPOT Office is expected to release the quantitative scores of all projects by late summer.

There being no discussion, the Chair asked for a motion to approve. Ms. Pam DeSoto made the motion to approve the BGMPO P6.0 Local Input Point Methodology. Ms. Tonya Caddle seconded the motion and the motion carried by unanimous voice vote.

### **FY 2020 - 2025 TIP and 2045 MTP Amendments**

Ms. Mallette presented the BGMPO TIP and MTP project updates made to align with recent STIP project amendments. The STIP Office is requesting MPOs implement a process to approve TIP amendments on a more frequent basis so that federal project funding is authorized as soon as possible. Ms. Mallette explained this may result in increasing the TCC meeting frequency and revisions to the MPO Public Involvement Plan.

Mr. Stober expressed his support for the TCC to meet on a more frequent basis to discuss the region's growing infrastructure needs. After further discussion, the TCC directed staff to investigate the possibility of establishing a subcommittee to review transportation projects that require inter-jurisdictional coordination and planning in addition to approving TIP amendments.

Chair Trivedi called for the motion to approve the TIP amendments. Mr. Stober made the motion to approve the TIP amendments by resolution. Ms. DeSoto seconded the motion and the motion carried unanimous voice vote.

### **Agency Reports and Updates**

*FHWA:* Ms. Morales informed the TAC of an AASHTO webinar that will explain the proposed changes to the criteria for defining urban areas based on the results of the 2020 Decennial Census.

*NCDOT-TPD:* Mr. Daryl Vreeland provided website links to the NC First Commission Report and the FHWA freight study "Current Developments in Connected and Automated Trucks".

*NCDOT-Division 7:* Mr. Stephen Robinson announced the letting of I-40 @ Mebane Oaks Road interchange improvements and the completion of the Durham Street @ Elmira Street all-way stops intersection improvements. He reported that intersection improvements at S. Church Street and University Drive would be delayed until April 19, 2022 with an anticipated completion date in FY24.

*BGMPO:* Mr. Blake Cashmore reported the Highway Safety Plan Subcommittee met and elected Mr. Page as its Co-Chair.

## Adjournment

There being no further business, Chair Trivedi requested a motion to adjourn. Mr. Page made the motion seconded by Vice Chair Nunn. The meeting adjourned at 10:10 a.m. The next meeting was scheduled on May 18, 2021 at 9:00 a.m.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

MEMORANDUM

TO: NCDOT Employees

FROM: James H. Trogdon, III, PE  
Secretary

DATE: August 30, 2019

SUBJECT: Complete Streets Policy Guidance

Attached is the Department's updated Complete Streets Policy, adopted by the Board of Transportation at the August meeting. This policy update is a result of nearly two years of careful analysis, engagement with our partners and collaboration across units to understand and address the challenges of delivering Complete Streets. Updating the Complete Streets Policy has been one of my priorities since returning to the Department, and I am committed to ensuring the Policy is implemented consistently across the state.

As we plan, design and construct the transportation network of the future, this policy update represents the Department's ongoing commitment to safe, multi-modal transportation. The attached Complete Streets Policy and Implementation Guide details my expectations for how Complete Streets will be planned, prioritized, designed, constructed and maintained across the state. My priority is to ensure that as a Department, we construct facilities that our communities want, need and will use.

Effective immediately, Highway Division projects that have not yet completed an Environmental Document will be expected to comply with the updated Policy. As we implement Complete Streets, we will refine our guidance and the Complete Streets Technical Team formed to aid in the development of the Policy update will continue to meet to oversee implementation.

cc: David Howard, Chief Deputy Secretary  
Julie White, Deputy Secretary for Multi-Modal  
Hanna Cockburn, AICP, Director of Integrated Mobility  
Chris Werner, PE, Director of Technical Services, Division of Highways  
Tim M. Little, PE, Chief Engineer  
Division Engineers

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
PUBLIC TRANSPORTATION DIVISION  
1501 MAIL SERVICE CENTER  
RALEIGH, NC 27601-1501

*Telephone:* (919) 707-4685  
*Fax:* (919) 733-1391  
*Customer Service:* (919) 707-4670

*Website:* [www.ncdot.gov](http://www.ncdot.gov)

*Location:*  
1 S WILMINGTON ST  
RALEIGH NC, 27601



## COMPLETE STREETS

## NCDOT POLICY (#)

### A.09.0106

<b>Business Category:</b> Multi-Modal		<b>Business Area:</b> Bicycle & Pedestrian Division	
<b>Approval Date:</b> 8/8/2019	<b>Last Revision Date:</b> N/A	<b>Next Review Date:</b> 8/8/20	
<b>Authority:</b> <b>Select all that apply:</b> <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Requires Board approval <input type="checkbox"/> Requires Federal Highways Administration (FHWA) approval <input type="checkbox"/> Requires other external agency approval: <a href="#">Click here to enter external agency name(s)</a> .		<b>Policy Owner:</b> Bicycle & Pedestrian Division, Division of Highways	
<b>Definitions:</b> <p><a href="#">Complete Streets</a> is North Carolina's approach to interdependent, multi-modal transportation networks that safely accommodate access and travel for all users.</p>			
<b>Policy:</b> <p>Transportation, quality of life, and economic development are all undeniably connected through well-planned, well-designed, and context-sensitive transportation solutions. To NCDOT, the designations "well-planned", "well-designed" and "context-sensitive" imply that transportation is an integral part of a comprehensive network that safely supports the needs of communities and the traveling public.</p> <p>The North Carolina Department of Transportation, in its role as steward over the transportation infrastructure, is committed to:</p> <ul style="list-style-type: none"> <li>• Enhancing safety for all transportation modes, in support of <a href="#">Vision Zero</a>, a statewide program which aims to eliminate roadway deaths and injuries using data-driven prevention strategies;</li> <li>• Providing an efficient multi-modal transportation network in North Carolina such that the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities are safely accommodated;</li> <li>• Caring for the built and natural environments by promoting sustainable development practices that minimize impacts on natural resources, historic resources, businesses, residents, scenic and other community values, while also recognizing that transportation improvements have significant potential to contribute to local, regional, and statewide quality of life and economic development objectives;</li> <li>• Working in partnership with local government agencies, interest groups, and the public to plan, fund, design, construct, and manage complete street networks that sustain mobility through walking, biking, transit and driving.</li> </ul> <p>This policy requires NCDOT planners and designers consider and incorporate multimodal facilities in the design and improvement of all appropriate transportation projects in North Carolina. Routine maintenance projects may be excluded from this requirement if an appropriate source of funding is not available. Consideration of multimodal elements will begin at the inception of the transportation planning process and the decisions made will be documented.</p>			



The Department recognizes the types of roadway users and the way they interact with the transportation network is evolving as transportation technologies such as ride share, connected and autonomous vehicles, and electric vehicles become more prevalent. The Department will consider these evolving technologies and users in its planning and design guidelines.

This policy sets forth the protocol for the development of transportation networks that encourage non-vehicular travel without compromising the safety, efficiency, or function of the facility. The purpose of this policy is to guide existing decision making and design processes to ensure that all users are included during the planning, design, construction, funding, operation and maintenance of North Carolina's transportation network, and will not create barriers or hazards to the movements of those users.

### **Scope:**

This policy generally applies to all projects undertaken by NCDOT throughout the state.

There are many factors that must be considered when implementing the policy, e.g., number of lanes, design speeds, intersection spacing, medians, curb parking, etc. The applicability of this policy should not be construed as conclusive. Each facility must be evaluated for proper applicability. Notwithstanding the exceptions stated herein, all transportation facilities funded by or through NCDOT, and planned, designed, or constructed on state-maintained facilities, must adhere to this policy.

### **Approach:**

The Department is committed to collaborate with cities, towns, and communities to ensure pedestrian, bicycle, transit and evolving transportation technology options are included as an integral part of their total transportation vision. As a partner in the development and realization of their visions, the Department desires to assist localities, through the facilitation of long-range planning, to optimize connectivity, network interdependence, context sensitive options, and multimodal alternatives. During the Comprehensive Transportation Planning process, bicycle, pedestrian, transit, and other multimodal usage shall be presumed to exist along and across certain corridors (e.g. between residential developments, schools, businesses and recreational areas).

It is the policy of the Department of Transportation to fully replace existing Complete Streets facilities disturbed as a result of a highway improvement project.

### **Planning and Design Guidelines:**

The Complete Streets Planning and Design Guidelines were developed in 2012 to provide planners, designers and decision-makers with a framework for evaluating and incorporating various design elements into the planning, design, construction, and maintenance of the Department's transportation projects. The guidelines describe the planning and project development procedures, including required documentation, to support the Complete Streets policy. In addition, the guidelines describe how all roadway users will share the right of way safely and provide special design elements and traffic management strategies to address unique circumstances.

Planning, implementation and design guidelines will be updated periodically to address changes in Departmental policies and procedures and to reflect new transportation technologies and innovations.

The NCDOT Roadway Design Manual is intended to serve as the authoritative reference for Complete Streets design in accordance with adopted guidelines of the American Association of State Highway and Transportation Officials and other adopted or approved State and Federal guidelines and standards.

**Exceptions to Policy:**

It is the Department’s expectation that suitable multimodal facilities will be incorporated in all appropriate new and improved infrastructure projects. Exceptions to this policy will be considered where exceptional circumstances that prohibit adherence to this policy exist. Such exceptions include, but are not limited to:

- Facilities that prohibit specific users by law;
- Areas in which the population and employment densities or level of transit service around the facility does not justify the incorporation of a multimodal facilities;
- Emergency repairs that require immediate attention.

As exceptions to policy requests are unique in nature, each will be considered on a case-by- case basis. Each exception must be approved by the Complete Streets Review Team consisting of the following or their designees:

- Complete Streets Program Administrator,
- State Traffic Engineer,
- State Roadway Engineer,
- Integrated Mobility Division Director, and
- Division Planning Engineer/Corridor Development Engineer.

Routine maintenance projects may be excluded from this requirement if an appropriate source of funding is not available.

**Policy Distribution:**

It is the responsibility of all employees to comply with Departmental policies. Therefore, every business unit and appropriate private service provider will be required to maintain a complete set of these policies. The Department shall periodically update departmental guidance to ensure that accurate and up-to-date information is maintained and housed in a policy management system.

**Related Documents:**

This policy builds on current practices and encourages creativity for considering and providing multi-modal options within transportation projects, while achieving safety and efficiency. Specific procedural guidance includes:

- Highway Landscape Planting Policy (dated 6/10/1988)
- Pedestrian Policy Guidelines – Sidewalk Location (Memo from Larry Goode, 2/15/1995)
- Board of Transportation Resolution: Bicycling & Walking in North Carolina, A Critical Part of the Transportation System (adopted 9/8/2000)
- Bridge Policy (2000)
- Pedestrian Policy Guidelines (effective 10/1/2000, Memo from Len Hill, 9/28/2000)
- NCDOT Context Sensitive Solutions Goals and Working Guidelines (updated 9/8/2003)
- Aesthetics Guidance Manual (2015)

Revision History		
Revision Date	Revision Number	Description
8/8/19	0	Approved

RESOLUTION  
North Carolina Department of Transportation

**RESOLUTION FOR THE BOARD OF TRANSPORTATION IN SUPPORT OF IMPLEMENTATION FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION COMPLETE STREETS POLICY THAT WILL ENHANCE SAFETY AND PROVIDE AN EFFICIENT NETWORK OF ALL TRANSPORTATION MODES**

**WHEREAS,** The North Carolina Department of Transportation is a state agency created in Article 8 of Chapter 143B of the North Carolina General Statutes; and

**WHEREAS,** the general purpose of the Department of Transportation is to provide for the necessary planning, construction, maintenance and operation of an integrated statewide transportation system for the economical and safe transportation of people and goods provided by the law; and

**WHEREAS,** the Department of Transportation Complete Streets Policy evaluation focuses on process improvements that ensures consideration and implementation of an integrated statewide transportation system; and

**WHEREAS,** the Department of Transportation’s 2009 Complete Street Policy has been updated to reflect this intent and purpose; and

**WHEREAS,** the Department of Transportation’s Complete Street Policy focuses on actions to strengthen institutional support;

**NOW, THEREFORE, BE IT RESOLVED:**

That the North Carolina Board of Transportation hereby adopts the 2019 amendments to the Complete Streets Policy.

*Michael S. Fox*

Chairman

August 8, 2019

Date

*Janet Spivey*

Secretary of Transportation

August 8, 2019

Date



# North Carolina DOT completestreets



## North Carolina Department of Transportation Complete Streets Implementation Guide

**The North Carolina Department of Transportation (NCDOT) Complete Streets Implementation Guide (Guide) is designed to assist NCDOT staff engineers, project managers and designers in implementing the Complete Streets Policy as adopted by the NCDOT Board of Transportation. This document provides comprehensive guidance for incorporating a complete streets approach into NCDOT's planning, programming, design, and maintenance processes.**

The prime elements of this Guide are the following:

- 1 Planning**
- 2 Project Development**
- 3 Resurfacing and Maintenance Activities**
- 4 Work Zone Accommodations**
- 5 Related Policies**
- 6 Cost Share**
- 7 Design Guidance**
- 8 Administration**

This Guide will be updated periodically as processes and procedures are refined, with a comprehensive review and update every five years, beginning in August 2024.

### **1 Planning**

This section outlines the approach for ensuring Complete Streets elements are evaluated as a roadway project is planned, prioritized and programmed. Each roadway project will include the preparation of a Complete Streets Project Sheet as detailed below. The Project Sheet will identify planned multi-modal facilities and document any exceptions considered in the course of project development.

#### **1.1 Complete Streets Project Sheet (Prioritization 6.0)**

For projects where a project sheet has yet to be developed as part of the CTP process, a Complete Streets Project Sheet will be used to document the types of pedestrian, bicycle, public transit, and other multimodal facilities to be evaluated in each highway project. This sheet will be submitted during the Strategic Prioritization submittal process in conjunction with the needs statement required for

Prioritization. The Complete Streets Project Sheet will carry forward as a key document in the Project Advancing Transportation through Linkages, Automation, and Screening (ATLAS) workbench, allowing any personnel to access the project later in development.

### **1.2 Complete Streets Project Sheet (within the CTP)**

Comprehensive Transportation Plans (CTP) developed through NCDOT's Transportation Planning Division identify projects to address network deficiencies for motorists, pedestrians, bicyclists, and transit users. Complete Streets Project Sheets are being introduced into the CTP process. The Project Sheet outlines the recommended improvement, propose a typical cross-section for highway projects, explains the identified need for the project, provide current and projected traffic volume and capacity, identify high-level environmental constraints and provides Complete Street recommendations. These sheets lay the foundation for Complete Streets facilities and serve as a starting point for projects selected for Strategic Prioritization submittal and carry forward as a key document in the project development phase.

### **1.3 Exceptions to Policy**

The Complete Streets Project Sheet will capture requests and approvals of any exceptions to the Complete Streets Policy. Documentation of exceptions will reference the reason for such action, including, unique site constraints, prohibition of pedestrians or bicyclists on the facility or a lack of existing or planned public transit service. Exceptions may be requested and considered any time throughout the process through the Complete Streets Program Administrator in the Integrated Mobility Division. Exceptions are automatically granted if requested by the local government.

A multi-disciplinary Complete Streets Review Team will review all requests for exceptions to the Complete Streets Policy. The Review Team will consider the justification for the proposed exception as detailed on the Complete Streets Project Sheet and decide whether to recommend approval of the exception.

If the exception is not approved, the Review Team will initiate additional discussion with relevant parties, including the Project Manager, to explore options and alternatives for including appropriate multi-modal elements in the project. If necessary, the decision will be elevated to the Chief Deputy Secretary and/or Secretary for a final decision.

The Complete Streets Review Team will consist of:

- Complete Streets Program Administrator,
- State Traffic Engineer or designee,
- State Roadway Engineer or designee,
- Integrated Mobility Division Director or designee, and
- Division Planning Engineer/Corridor Development Engineer or designee.

## 2 Project Development

The project development phase carries a project from concept to the specific street design to be constructed.

The Complete Streets Project Sheet will carry forward with a project through the project development phase. Project managers will use the Complete Streets Project Sheet early in project development to assist with determining facilities to be included in preliminary project design alternatives.

The Complete Streets Project Sheet will be a 'key document' in the Project Advancing Transportation through Linkages, Automation, and Screening (ATLAS) workbench, allowing all personnel working on the project throughout the development process to refer to the information. Project ATLAS features a workbench tool to organize technical reports and data needed during project delivery. As part of the Workbench structure, the Project Manager will be responsible for documenting how complete street elements are reflected in the project design.

### 2.1 Project Scoping

The Project Engineer shall coordinate with NCDOT's Integrated Mobility Division (IMD) on all programmed highway projects. The Integrated Mobility Division will participate in scoping meetings and provide a written summary memo identifying facility recommendations and design guidance as appropriate.

### 2.2 Bridge Projects

The Complete Streets Project Sheet will be integrated into the Structures Management Planning Process for bridge replacements and refurbishments. Until that step is complete, project managers will communicate with the Integrated Mobility Division through scoping requests to incorporate complete streets elements in bridge designs. This will occur for each bridge replacement project undertaken by NCDOT.

Due to the long useful life of bridges, on bridges with shoulder approach sections, where:

- a pedestrian need is identified through an adopted plan, sufficient deck space will be made available on the replacement bridge for future construction of sidewalks.
- a bicycle need is identified through an adopted plan, sufficient width for bike facilities will be provided.
- a multi-use path or sidepath need is identified through an adopted plan, sufficient width for the appropriate facility will be provided on and/or below the structure.

### 2.3 Equal or Better Performance of Facility

Conditions often change between the time a project is added to the STIP and the when the project development process begins that may support the incorporation of a different type of bicycle or pedestrian improvement than shown in an adopted plan. NCDOT will review an alternative facility to the bicycle and/or pedestrian facility type proposed in the adopted plan upon the written request of the local representatives. An alternative facility will be evaluated by the Complete Streets Review Team based on:

- purpose and need of the proposed facilities
- current or anticipated land use context of the project area
- traffic count data
- design speed
- crash history
- topographic and geometric features of the roadway
- safety

Project Managers will consult with the Complete Streets Program Administrator to request evaluation of an alternative facility. The decision of the Complete Streets Review Team will be documented in the Complete Streets Project Sheet.

### **3 Resurfacing and Maintenance Activities**

#### **3.1 Scheduled Resurfacing**

Each year, a county-level resurfacing schedule is developed within each NCDOT Division. NCDOT Division staff will meet with local agencies to review the scheduled roadways and identify locations to evaluate Complete Streets improvements. These may include striping, markings and associated signage.

The following process shall be followed to review resurfacing projects for complete street improvements:

- The Operations Program Management Unit will coordinate with the Integrated Mobility Division to identify planned facilities within the project limits suitable for implementation in conjunction with maintenance activities.
- Identified locations for Complete Streets improvements will be noted on the resurfacing list distributed to each unit of local government.
- The local government concurrence with recommended Complete Streets improvements will be provided to the local NCDOT Division in writing.
- Completed improvements will be incorporated into the Pedestrian and Bicycle Infrastructure Network (PBIN) and ATLAS upon completion.

#### **3.2 Addition of Rumble Strips**

Rumble strips (raised traffic bars), asphalt concrete dikes, reflectors, and other such surface alterations, where installed on roadways without full access control, will be placed in a manner as not to present hazards to bicyclists or interfere with existing on-road bicycle facilities. Rumble strips shall not be extended across the shoulder of the roadway or other areas intended for bicycle travel.

### **4 Work Zone Accommodations**

The continuity of existing bicycle and pedestrian facilities will be maintained during construction and maintenance activities. During the construction phase of a roadway project, NCDOT's [Guidelines for the Level of Pedestrian Accommodation in Work Zones](#) will be followed.

## 5 Policy References

### 5.1 Eliminated Policies

The following policy documents are superseded by the Complete Streets Policy (2019):

- *Complete Streets Policy* (2009) and *Complete Streets Planning and Design Guidelines* (2012)
- *Bicycle Policy* (2009, update)
- *Pedestrian Policy Guidelines* (2001)
- *Administrative Action to Include Local Adopted Greenway Plans in the NCDOT Highway Planning Process* (1994)

### 5.2 Related Policies

The following policy documents include elements related to Complete Streets implementation:

- *Traditional Neighborhood Development Manual* (2000)
- *Bridge Policy* (2000)
- *Policy on Street and Driveway Access to North Carolina Highways* (2003)
- *Exceptions to Maintenance Responsibilities on State Highway System Streets in Municipalities* (2003)
- *Subdivision Roads: Minimum Construction Standards* (2010, updated May 2016)
- *Guidelines for Inclusion of Greenway Accommodation Underneath a Bridge as Part of a NCDOT Project* (2015)

## 6 Cost Share

### 6.1 Complete Street Cost Share

The table below illustrates the funding responsibilities for Complete Streets incorporating bicycle and pedestrian and roadway public transportation facilities.

Complete Street Cost Share			
Facility Type	In Plan	Not in Plan, but Need Identified	Betterment
Pedestrian Facility	NCDOT pays full	Cost Share	Local
Bicycle Facility	NCDOT pays full	NCDOT pays full	Local
Side Path	NCDOT pays full	Cost Share	Local
Greenway Crossing	NCDOT pays full	Cost Share	Local
Bus Pull Out	NCDOT pays full	Cost Share	Local
Bus Stop (pad only)	NCDOT pays full	Cost Share	Local

Bicycle and pedestrian and public transportation facilities that appear in a state, regional or locally adopted transportation plan will be included as part of the proposed roadway project. NCDOT will fully fund the cost of designing, acquiring right of way, and constructing the identified facilities.

Bridges will not be included in the total project construction cost for cost-sharing purposes. NCDOT is responsible for the full cost of bridges.



Where an alternative facility requiring equal or lesser right-of-way is deemed to perform on an equal or better basis with concurrence by the Integrated Mobility Division, NCDOT shall construct the alternative facilities no cost share by the local jurisdiction.

## **6.2 Maintenance**

Bicycle and pedestrian improvements within a municipal boundary are subject to local maintenance. A local maintenance agreement will be executed prior to the completion of a construction project.

In instances where a local maintenance agreement is not executed to maintain a bicycle or pedestrian facility, NCDOT will maintain the facility after construction if the bicycle or pedestrian facility lies within NCDOT right-of-way.

## **6.3 Betterment**

A roadway project betterment is defined as:

- A requested bicycle, pedestrian or public transportation improvement that exceeds the recommendations appearing in a state or locally adopted plan requiring additional roadway width and/or right-of-way
- Aesthetic materials and treatments, if this cost is determined to exceed the cost of standard construction materials
- Landscaping in excess of standard treatments
- Lighting in excess of standard treatments

The additional costs associated with inclusion of these elements in a roadway project are the responsibility of the local jurisdiction, executed through a local agreement.

## **6.4 Betterment Cost Share Formula**

Bicycle and pedestrian facilities incidental to a roadway project where a need has been identified through the project scoping process but not identified in a locally adopted plan may be included in the project. Inclusion of these incidental facilities requires the local jurisdiction to share the incremental cost of constructing the identified improvements.

NCDOT will estimate the incremental cost of proposed improvements. The percentage of the total cost share for these improvements will be based on the table below according to the population of the jurisdiction in the most recent [annual certified estimated of population](#) as determined by the state demographer, and executed through a local agreement.

Betterment Cost Share		
Municipal Population	Cost Participation	
	NCDOT	Local
> 100,000	80%	20%
50,000 to 100,000	85%	15%
10,000 to 50,000	90%	10%
< 10,000	95%	5%

## 7 Design Guidance

The NCDOT **Roadway Design Manual** will serve as the authoritative reference for Complete Streets design. Cross-sections from the Manual will be used in stages of project planning, prioritization and development.

American Association of State Highway Transportation Officials (**AASHTO**) guides will serve as authoritative references for street design and will be used in coordination with the NCDOT Roadway Design Manual.

National Association of City Transportation Officials (**NACTO**) guides will serve as supplemental references for street design and will be used in coordination with the NCDOT Roadway Design Manual and AASHTO guides.

## 8 Administration of the Policy

The Complete Streets Core Technical Team (CTT) will meet quarterly to oversee the implementation of Complete Streets. The primary role of the CTT will be to review and maintain the Implementation Guide, recommend updates and process improvements and establish performance metrics for implementation. The CTT will direct the implementation of recommendations contained within the NCDOT Complete Streets 2.0 Recommendations document.

The CTT is comprised of the following units.

- ADA/Title VI Office
- Integrated Mobility Division
- Chief Deputy Secretary's Office
- Division of Highways
- Environmental Policy Unit
- Mobility & Safety
- Planning & Programming
- Rail Division
- Roadway Design Unit
- Technical Services
- Transportation Planning Division



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

May 2021

Daryl Vreeland, AICP  
Transportation Engineer  
NCDOT Transportation Planning Division  
1 South Wilmington Street  
Raleigh, NC 27601

TPD UPDATES

BURLINGTON-GRAHAM MPO

MAY 2021

### NCDOT Materials and Test Unit

NCDOT Materials and Test Unit has a product evaluation program. As a part of that program, they evaluate innovative technologies and products. Products are highlighted in a report (Innovative Technologies and Products Awareness Report) provided to the North Carolina Board of Transportation each month. Products recently reviewed included a product that easily removes graffiti and a new fusion-bonded epoxy for steel reinforcing bars, dowel bars, and related steel reinforcing components.

<https://connect.ncdot.gov/resources/products/Pages/default.aspx>

### NCDMV Expands Online Services

NCDMV has expanded its online services and now customers can renew state-issued identification cards. Individuals with a state issued ID can skip making an office appointment and renew online by going to [payments.ncdot.gov](https://payments.ncdot.gov) and following the instructions.

State-issued IDs can be renewed up to six months before they expire but can't be renewed online if the card has already expired. Other online services include driver license renewals, duplicate licenses and ID cards, driver license office appointments, and registration renewals and property tax payments.

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING DIVISION  
1 SOUTH WILMINGTON STREET  
RALEIGH, NC 27699

*Telephone:* 919 707 0980  
*Customer Service:* 1-877-368-4968

*Website:* [ncdot.gov](https://www.ncdot.gov)

*Location:*  
1554 MAIL SERVICE CENTER  
RALEIGH, NC 27699

## Applications Open for Bicycle and Pedestrian Planning Grants

The NCDOT is accepting applications from communities for the [2021 Bicycle and Pedestrian Planning Grant Initiative](#). The program provides funding for municipalities across the state to develop comprehensive bicycle or pedestrian plans. Counties with populations of less than 50,000 may apply for a bicycle or pedestrian plan. Municipalities with populations greater than 10,000 can also apply to develop a combined bicycle and pedestrian plan.

Municipalities with a population of less than 5000 may apply for a Project Acceleration Plan—an abbreviated plan primarily focusing on priority project identification and implementation. Municipalities and counties with populations of less than 50,000 with a bicycle or pedestrian plan may also apply to update their plan if it is at least five years old.

The deadline for applications, to be submitted electronically, is June 30 at 5 p.m. <https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Planning-Grant-Initiative.aspx>

Population	Comprehensive Bicycle Plan	Comprehensive Pedestrian Plan	Combined Bicycle + Pedestrian Plan	Project Acceleration (abbreviated plan)	Plan Update*
Town or city < 5,000 population	✓	✓	✓	✓	✓
Town or city between 5,000 and 10,000 population	✓	✓	✓		✓
Town or city > 10,000 population	✓	✓			✓
Counties < 50,000 population	✓	✓			✓
Counties > 50,000 population	Not eligible				

\* Existing plan must be at least 5 years old to be eligible for Plan Update.

## NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-4907BQ 44757.1.1 44757.2.1 44757.3.1	Intersection improvements (All Way Stop) at SR 1005 (Greensboro-Chapel Hill Road) at SR 2369 (Sylvan School Road) and SR 2371 (Pleasant Hill Road) in <b>Snow Camp</b> .	5/1/21	Jun. 2021	\$22,500 R/W \$153,000 CON	4-way stop installation and flasher completed 4/17/18, utility relocations complete, widening delayed to Spring 2021	Derek Dixon
SS-4907CK 48306.1.1 48306.3.1	Install all-way (4-way) stop at intersection of NC 62 at SR 2029/SR 2030 (Old NC 49). Upgrade existing overhead flasher to flash all-red on all intersection approaches.	7/11/19	Dec. 2020	\$110,000	No re-alignment, signs and flashers only, Construction complete, awaiting final inspection by Regional Traffic Office	Dawn McPherson
48798	Installation of crosswalks and pedestrian signals and update curb ramps at the intersection of US 70 (South Church Street) and Edgewood Avenue (non-system) in <b>Burlington</b> .	Dec. 2021 Jun. 2021	Jul. 2022 Oct. 2021	\$150,394	Planning and design activities underway	Dawn McPherson Derek Dixon
47786 SM-5707B 47903.2.1	Intersection improvements on SR 1007 (Mebane Oaks Rd) at SR 2126/2128 (Old Hillsborough Rd) south of <b>Mebane</b> . Improvements include addition of left and right turn lanes, radii widening, signal installation, resurfacing, and pavement markings.	Apr. 2021	Jun. 2021	\$898,500	Design complete, ROW acquisition underway - 100% complete with right of entry, Utility relocations pending	Chad Reimakoski Derek Dixon
SS-6007B 48887.1.1 48887.3.1	All-Way Stop installation at SR 1529 (Durham Street) and SR 1530 (Elmira Street)	Jan. 2021	1/20/21	\$32,400	Construction complete, awaiting final inspection by the Regional Traffic Office - <b>Final Inspection 4/26/21</b> .	Dawn Mcpherson
U-6010 47145.1.1 47145.2.1 47145.3.1	Intersection improvements at US 70 (South Church Street) and SR 1226/SR 1311 (University Drive) in <b>Burlington</b>	4/19/22	FY 2024	\$8,400,000	Planning and design activities underway, ROW acquisition underway	Brian Ketner
SS-6007A 48886.1.1 48886.3.1	All-Way Stop installation with overhead flashers, and rumble strips installation at NC 49 and SR 1005 (West Greensboro Chapel Hill Road).	Jun. 2021	Oct. 2021	\$61,200	Funds approved and released 9/11/19	Dawn Mcpherson
B-5728 45684.1.1 45684.2.1 45684.3.1	Replace Bridge #112 over Reedy Fork Creek on NC87 in <b>Ossipee</b>	11/16/21	FY2024	\$6,200,000	Planning and design activities underway	Kevin Fischer

## NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
SS-6007G 49117.1.1 49117.3.1	Installation of overhead flasher on NC 49 at SR 1130 (Friendship Patterson Mill Road) south of <b>Burlington</b> .	Jun. 2022	Nov. 2022	\$9,900	Funds approved 3/5/20 and released 6/23/20 - <b>Overhead flasher installed - Awaiting Electrical Service</b>	Dawn McPherson
SS-6007H 49118.1.1 49118.3.1	Installation of pedestrian countdown heads at two existing crosswalks at the intersection of NC 62 (Rauhut Street) and SR 1537 (Sharpe Road) north of <b>Burlington</b> .	2/26/21	<b>3/25/2021</b> 5/1/2021	\$20,700	Funds approved 3/5/20 and released 6/23/20 - <b>Work Completed 3/25/2021</b>	Dawn McPherson
W-5807B 48952.1.3 48952.2.3 48952.3.3	Installation of ADA curb ramps and pedestrian accessible signals on SR 1301 (Boone Station Drive) at SR 1301 (St. Marks Church Road) and Boone Station Drive (non-system) at Glidewell Road/Tiki Lane (non-system) in <b>Burlington</b>	<b>5/30/2021</b> 10/20/2022	FY2024	\$75,000	PE funds scheduled to be released 2/2/21	Dawn McPherson Chad Reimakoski
U-6017 47162.1.1 47162.2.1 47162.3.1	Intersection improvements at NC 54 (East Harden St.) and NC 49 (East Elm St.) in <b>Graham</b>	2/16/23	FY2025	\$2,500,000	Planning and design activities underway	Chad Reimakoski
U-5844 50234.1.1 50234.2.1 50234.3.1	Construct multi-lanes on NC62 from SR 1430 (Ramada Road) to US 70 (South Church Street) in <b>Burlington</b>	11/21/23	FY2026	\$9,000,000	Planning and design activities underway	Chad Reimakoski
U-6013 47158.1.4 47158.2.4 47158.3.4	Widen NC 119 to multi-lanes from SR 1981 (Trollingwood-Hawfields Rd)/ SR 2126 (Old Hillsborough Rd) to Lowes Blvd (non-system) in <b>Mebane</b> .	12/19/23	FY 2026	\$5,200,000	Planning and design activities underway	Brian Ketner
U-6014 47159.1.1 47159.2.1 47159.3.1	Widen SR 1716 (Graham-Hopedale Rd) to multi-lanes with Bicycle/Pedestrian accommodations from SR 1720 (West Hanover Rd) to Morningside Drive in <b>Burlington</b>	5/21/24	FY 2026	\$11,300,000	Planning and design activities underway, Includes EB-5882	Chad Reimakoski
U-6011 47146.1.1 47146.2.1 47146.3.1	Intersection improvements at US 70 (South Church Street) and SR 1158 (Huffman Mill Rd) in <b>Burlington</b>	8/20/24	FY2026	\$2,400,000	Planning and design activities underway	Brian Ketner
B-6052 48709.1.1 48709.2.1 48709.3.1	Replace bridge 68 over NCR / Norfolk Southern Railroad on SR 1928 (Trollingwood Road) in <b>Haw River</b>	1/20/26	FY2027	\$2,500,000	PE funding approved 5/6/19	Kevin Fischer

**NCDOT PROJECTS LOCATED IN BGUMPO - UNDER DEVELOPMENT**

TIP/WBS #	Description	Let/Start Date	Completion Date	Cost	Status	Project Lead
I-6009 47962.1.1 47962.2.1 47962.3.1	Interchange improvements at I-40/I-85 and SR 1158 (Huffman Mill Road). Construct additional right turn lane on I-40 WB Ramp and improve operations at SR 1308 (Garden Road) intersection in <b>Burlington</b>	6/27/29	FY2031	\$936,000	PE funding approved 6/5/18	Brian Ketner
U-6009 47144.1.1 47144.2.1 47144.3.1	Widen and construct center turn lane on US70 (West Church St) from Tarleton Ave. to Fifth Street in <b>Burlington</b>	1/1/40	FY2040	\$6,337,000	Planning and design activities on hold	Chad Reimakoski
I-6059 48689.1.1 48689.2.1 48689.3.1	Interchange improvements at I-40/I-85 and SR 1981 (Trollingwood-Hawfields Road) in <b>Mebane</b>	1/1/40	FY2040	\$12,400,000	PE funding scheduled for 12/4/24	Laura Sutton

## North Carolina Department of Transportation

## Active Projects Under Construction - Alamance Co.

Contract Number	TIP Number	Location Description	Contractor Name	Resident Engineer	Contract Bid Amount	Availability Date	Completion Date	Work Start Date	Estimated Completion Date	Progress Schedule Percent	Completion Percent
C203676	B-5239	REPLACE BRIDGE #126 OVER MILL RACE AND BRIDGE #119 OVER HAW RIVER ON NC-87.	DANE CONSTRUCTION INC	Howell, Bobby J	\$4,786,122.27	3/15/2018	3/29/2020	3/15/2018	4/15/2021	100.00	99.57
C203844	U-3109A	NC-119 RELOCATION FROM I-40/85 TO SR-1921 (MEBANE ROGERS RD/ STAGE COACH RD).	THALLE CONSTRUCTION CO., INC.	Howell, Bobby J	\$45,389,069.36	6/26/2017	1/28/2021	8/3/2017	7/23/2021	100.00	76.10
C204106	U-3109B	NC-119 RELOCATION NORTH OF SR-1921 (MEBANE ROGERS RD) TO SOUTH OF SR-1918 (MRS WHITE RD).	THALLE CONSTRUCTION CO., INC.	Howell, Bobby J	\$8,151,660.80	8/27/2018	11/28/2020	10/4/2018	7/30/2021	100.00	68.93
C204111	U-6015	BURLINGTON - GRAHAM SIGNAL SYSTEM	ALS OF NORTH CAROLINA LLC	Howell, Bobby J	\$7,938,392.20	10/29/2018	8/15/2021	2/11/2019	11/2/2021	81.02	55.88
C204603	I-5711	I-40/I-85 AND SR 1007 (MEBANE OAKS ROAD) IN MEBANE INTERCHANGE IMPROVEMENTS	ZACHRY CONSTRUCTION CORPORATION	Howell, Bobby J	\$12,865,732.71	4/26/2021	1/11/2024	4/26/2021			
DG00426		RESURFACE A PORTION OF NC 87 AND PORTIONS OF 3 SECONDARY ROADS	RILEY PAVING INC	Lorenz, PE, Kris	\$3,463,032.95	7/9/2018	11/1/2019	2/25/2020	1/1/2021	100.00	90.92
DG00489		AST RE-TREATMENT OF 14 SECONDARY ROADS	CAROLINA ROAD SOLUTIONS LLC	Howell, Bobby J	\$444,745.69	4/1/2021	10/30/2021	5/3/2021			
DG00507		AST RETREATMENT OF 48 SECONDARY ROADS IN ALAMANCE COUNTY AND ONE SECONDARY ROAD IN ORANGE COUNTY	WHITEHURST PAVING CO., INC	Hayes, PE, Meredith D	\$1,042,639.12	7/1/2021	6/30/2022				
DG00511		REPLACE BRIDGE #173 ON SR 1149 (HUFFMAN MILL ROAD) OVER BACK CREEK	R.E. BURNS & SONS CO., INC.	Snell, PE, William H	\$2,106,851.45	5/3/2021	10/25/2022	5/3/2021			



## MEMORANDUM

TO: Technical Coordinating Committee (TCC)  
FROM: Wannetta Mallette, MPO Administrator  
SUBJECT: TIP Amendment Schedule and CommunityViz Workshops  
DATE: May 11, 2021

### Background

This past January, the BGMPO began the process of approving TIP amendments during regularly scheduled TCC and TAC meetings. At the March TCC meeting, MPO staff announced that the NCDOT STIP Office requested MPOs develop a process to approve TIP amendments in a more timely manner so as not to jeopardize federal funding authorization. FHWA funding authorization requires certain project phases scheduled within the first four (4) years of the TIP and STIP to reflect the same fiscal year in both documents. MPO staff has decided to schedule virtual TCC and TAC ad-hoc/ call meetings, in accordance with its MOU and Public Involvement Plan, for the sole purpose of approving TIP amendment(s) when needed.

After the March meeting, MPO staff received emails from TCC members indicating an interest to broaden any additional meetings' agendas to include a discussion of regional growth concerns, land use issues and infrastructure needs. MPO staff recommends utilizing the CommunityViz forums for such discussions as CommunityViz outputs will be the primary source for the 2050 travel demand model socioeconomic data inputs. During a recent Triad CommunityViz workshop, Mark Kirstner offered to facilitate regional workshops beginning late summer 2021. PART will host CommunityViz training sessions for all user levels beginning Fridays May 21st, 28th and June 4th, 9 am to 12 pm. Please RSVP to Kyle Laird [kylel@partnc.org](mailto:kylel@partnc.org) by May 14th. Please contact the MPO if your jurisdiction is interested in obtaining a CommunityViz license.

GENERAL ASSEMBLY OF NORTH CAROLINA  
SESSION 2021

H

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HOUSE BILL 511

Short Title: STI Funding/Bicycle/Pedestrian Improv. (Public)

Sponsors: Representatives Butler, Belk, Martin, and Hawkins (Primary Sponsors).  
*For a complete list of sponsors, refer to the North Carolina General Assembly web site.*

Referred to: Rules, Calendar, and Operations of the House

April 12, 2021

1 A BILL TO BE ENTITLED  
2 AN ACT TO AUTHORIZE THE USE OF STRATEGIC TRANSPORTATION  
3 INVESTMENTS ACT (STI) FUNDS FOR INDEPENDENT BICYCLE AND  
4 PEDESTRIAN IMPROVEMENTS.

5 The General Assembly of North Carolina enacts:

6 **SECTION 1.** G.S. 136-189.10(2)g. reads as rewritten:

7 "g. ~~Federally~~ Federal and local government funded independent bicycle  
8 and pedestrian improvements."

9 **SECTION 2.** G.S. 136-189.11(d)(3)c. reads as rewritten:

10 "c. Bicycle and pedestrian limitation. – The Department ~~shall not~~ may  
11 provide financial support for federal and local government funded  
12 independent bicycle and pedestrian improvement projects, ~~except for~~  
13 ~~federal funds administered by the Department for that purpose. This~~  
14 ~~sub-subdivision shall not apply to funds allocated to a municipality~~  
15 ~~pursuant to G.S. 136-41.1 that are committed by the municipality as~~  
16 ~~matching funds for federal funds administered by the Department and~~  
17 ~~used for bicycle and pedestrian improvement projects. This limitation~~  
18 ~~shall not apply to funds authorized for projects in the State~~  
19 ~~Transportation Improvement Program that are scheduled for~~  
20 ~~construction as of October 1, 2013, in State fiscal year 2012-2013,~~  
21 ~~2013-2014, or 2014-2015-projects."~~

22 **SECTION 3.** This act is effective when it becomes law.



# WHAT'S HAPPENING

Piedmont Authority for Regional Transportation

## Welcome Back

For over a year, transit systems across our region have focused on how to provide a safe environment for the public transit community. Requiring masks, limiting capacity on the buses, installing barriers, and the diligent cleaning of vehicles have been the primary means of responding to COVID-19.

Since March 2020, transit systems also found themselves having to reduce service and modify fares, reflecting the challenges for both transit systems and passengers. However, as we've seen case numbers begin to decrease and vaccinations increase agencies have been adjusting. Return to regular service levels and reinstatement of fares have been recognized by all agencies in the Triad. In addition, ridership is seeing a slow increase.

Reassuring old and new passengers that riding public transit is safe has become agencies' new focus. That is why April kicked off the Triad's Transit is OK campaign. A marketing effort led by PART but in partnership with Winston-Salem Transit, High Point Transit Systems, Davidson County Transportation, Greensboro Transit Agency, and Link Transit has been promoting the different activities the regions agencies have been doing to increase safety when riding transit. The social media campaign, mainly focused on Facebook, provides messaging and images to highlight each of the six transit agencies.

## And Don't Forget About Vanpools

The PART Vanpool Program provides eligible groups of five or more commuters with a 7 or 15 passenger van to commute to and from work. The month-to-month lease includes the vehicle, insurance, maintenance, gas, and an Emergency Ride Home. Here's a quick summary...



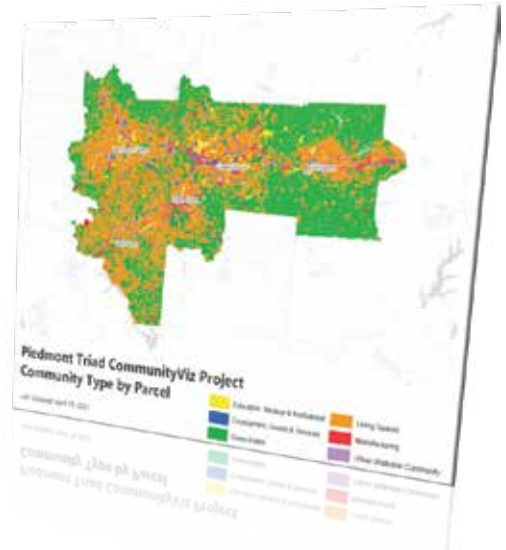
- \* Most economical for groups traveling 15+ miles one way to work.
- \* Monthly fares are based on the average daily round-trip miles the van travels each day.
- \* Monthly cost is divided among the riders. More Riders, Lower Cost!
- \* At least two members of the group qualify to be the primary driver and back-up driver.
- \* Most vans meet at a central location like a Park and Ride lot.
- \* There must be a minimum of five individuals to start a vanpool.
- \* Vanpoolers can get free taxi ride in the event of an emergency through the Emergency Ride Home program.

For more information go to <https://www.partnc.org/157/Vanpool>



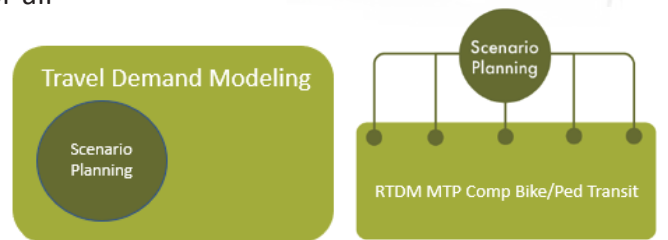
# Piedmont Triad MPO's Incorporate Scenario Planning

Over the last two years, the four Piedmont Triad MPO's and PART have been working to incorporate scenario planning into our transportation planning toolbox. The initiative has engaged planning and GIS departments across the region. As many as 60 people have joined in workshops over the past 8 months. The effort centers around developing accurate growth distribution projections. In the past, MPO's and PART have used a manual process to generate residential and employment growth within each MPO. This data is one of the primary inputs to the Regional Travel Demand Model (RTDM), which is the primary tool used to develop Metropolitan Transportation Plans (MTP). It is referred to as Socio-Economic Data or SE Data for short.



The scenario planning modeling tool being used starts at the parcel level and determines the capacity for future development for all 593,776 parcels in the region. Then based on growth influencers determined by each community, the modeling tool allocates growth across each county. Growth control totals are set outside this process by the MPO's and PART based on US Census and N.C. State Demographer data.

The last SE Data update was 2017 and the version of the RTDM used to develop the 2020 MTP's was adopted last year. PART, who serves as the model custodian, is already preparing for a 2022 SE Data update for 2025 MTP preparation. This Fall community and transportation planners in the Piedmont Triad will begin evaluation of development and transportation scenarios in preparation for the release of the 2020 Census data. As the region becomes accustomed to scenario planning it will become the beginning point for all planning efforts and not just one element of individual efforts.



Scenario planning as a component within a larger planning process  
**Where we are**

Scenario planning as a defining concept for plan organization  
**Where we are headed**

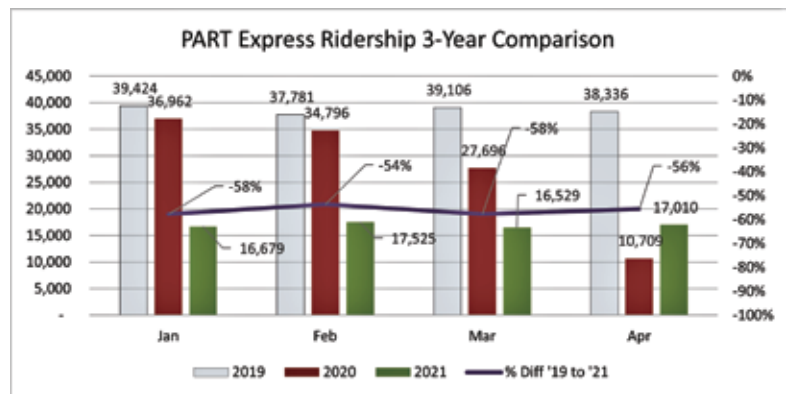
## A Few Tidbits

### New PEV Charging Station Coming to Graham

In mid-2020, PART was awarded a \$70,138 grant from the Volkswagen Settlement DC Fast ZEV Infrastructure Program to fund the purchase and installation of a DC Fast Charging Station at PART's Graham Park & Ride Lot. Once installed travelers will be able to fully recharge in a couple of hours.

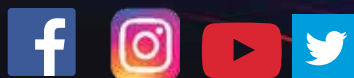
### PART Welcomes Two New Employees

Karen McCall - Human Resources Administrator and Ronelle Anthony - Marketing and Communications Coordinator. Karen joined us on April 26th and Ronelle joins us on May 17th.



May 2021

STAY CONNECTED



www.PARTNC.org  
 336.883.7278  
 contactus@partnc.org