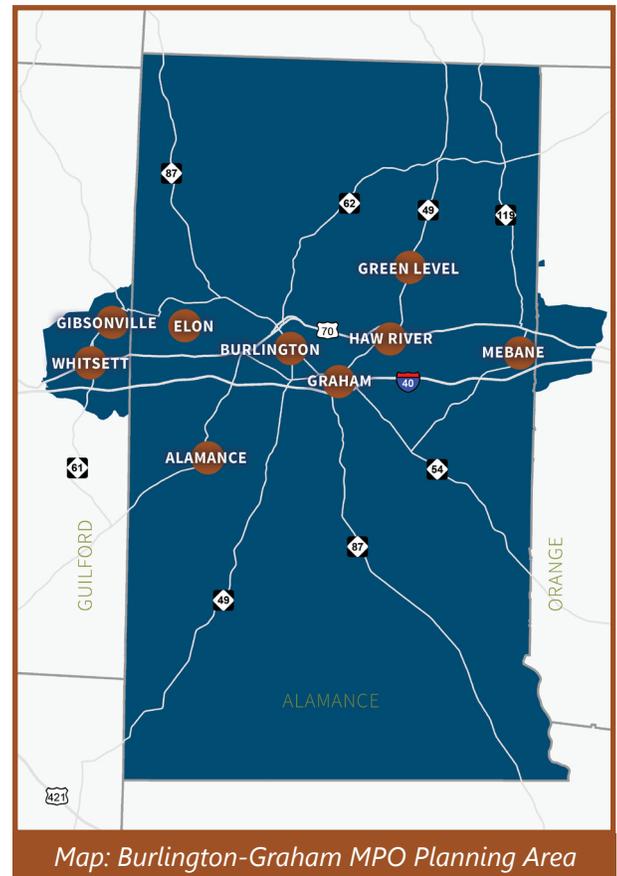


# Who is the Burlington Graham MPO?

The Burlington-Graham Metropolitan Planning Organization (BGMPO) is the federally designated agency responsible for working with residents and local, state, and federal agencies to coordinate transportation planning and project development within the Burlington urbanized area. Federal legislation requires urbanized areas with populations greater than 50,000 to have an MPO to carry out the transportation planning process among the member jurisdictions within its established planning area boundary.



# What is a Metropolitan Transportation Plan?

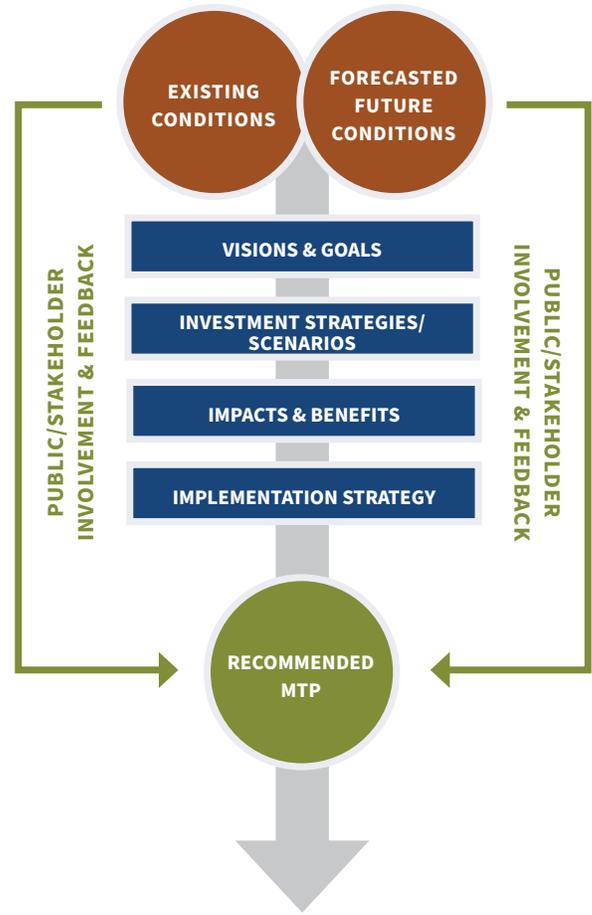
The BGMPO is responsible for maintaining a long-range Metropolitan Transportation Plan (MTP) for the MPO planning area. The MTP outlines the BGMPO's transportation-related goals and objectives and addresses transportation-related issues and impacts over a minimum 20-year horizon. The MTP is developed through a cooperative process led by the BGMPO, and including the Federal Highway Administration (FHWA), North Carolina Department of Transportation (NCDOT), transit operators, stakeholders, and the public, to create a vision for the future of the community. The process is guided by federal regulations and is designed to assist the BGMPO in prioritizing short- and long-term investments in the area's transportation system over the next 25 years. The MTP must be updated every five years. The current MTP update, Getting There 2045, was adopted in June 2020.

## Plan Timeline



# MTP Process

The study was conducted over a sixteen-month period beginning in March 2019 and concluding in June 2020. The study was conducted by a Project Team comprised of BGMPO, North Carolina Department of Transportation (NCDOT) Transportation Planning staff, and VHB, Inc. The public and stakeholder involvement process included stakeholder interviews, forming a Steering Committee made up of stakeholders representing agencies within the planning area, public meetings, surveys, and posting final draft for a 30-day public comment period. The final plan was adopted by the BGMPO Transportation Advisory Committee on June 16, 2020, following public review and hearing.



## Vision, Goals and Objectives

### Getting There 2045 Vision ▶▶▶▶▶▶▶▶

Getting There 2045 will support the 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, and the natural and cultural resources of the region are protected.

### How Will Our Region Grow?

Burlington-Graham MPO planning area population is expected to grow by 37% by 2045, to around 241,000 people. Those people and the businesses that will be serving them and providing employment opportunities for the area population will place additional demand on the region's transportation infrastructure. Getting There 2045 will examine how to best address challenges associated with growth through an appropriate mix of transportation investments.

### Getting There 2045 Draft Goals

- 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 system
- Goal 4** Promote equity and accessibility in transportation options for transportation-disadvantaged populations
- Goal 5** Integrate land use and transportation planning

# Public Engagement

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Public and stakeholder engagement was a critical component in the development of Getting There 2045. The following components ensured that we heard from a variety of key stakeholders and members of the public:

- » A Steering Committee was formed for the plan update, including representatives from local governments, transit agencies, railroad and aviation representatives
- » Stakeholder interviews were conducted to ensure that the perspective of business groups, colleges, and community and health services groups is captured in the process
- » Online surveys were created to solicit feedback on plan vision and goals and to identify areas of concern
- » Multiple public input meetings were held during the plan process, including the first public input meeting on July 23, 2019, the second public input meeting on January 14, 2020 and a third public input opportunity on May 12, 2020



# MTP Recommendations

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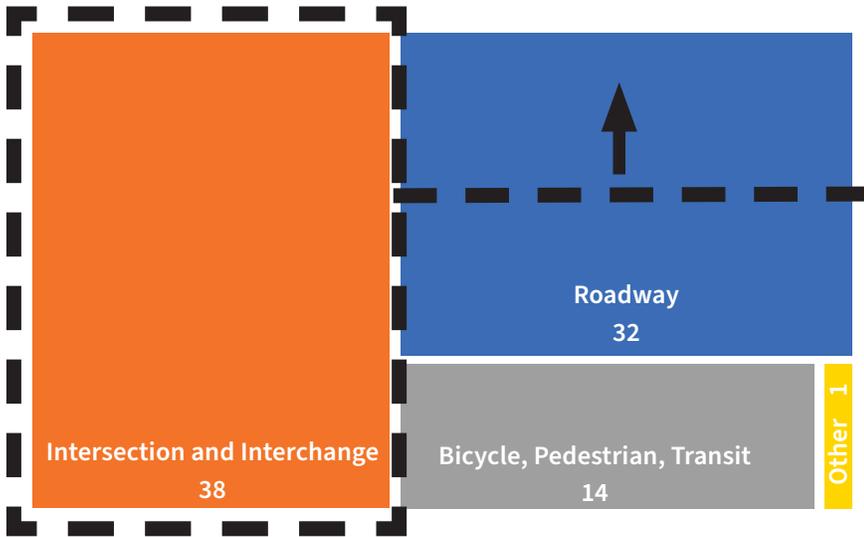
Federal regulations require MTPs to be “fiscally constrained.” MTPs demonstrate fiscal constraint by including financial plans to ensure that project recommendations can be implemented using committed or available revenue sources and the federally supported transportation system will be adequately operated and maintained.

A fiscally-constrained plan, 2045 Metropolitan Transportation Plan lays out multimodal improvements across the funding horizons years that correspond to the adopted Piedmont Triad regional travel demand model (PTRM): 2025, 2035 and 2045. Additional projects that were identified but not included in the fiscally-constrained project list will be carried forward as an update to the region’s Comprehensive Transportation Plan (CTP). Additionally, highway and transit future year project

recommendations are consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America’s Surface Transportation (FAST Act) performance based requirements.

The 2045 MTP includes interchange and intersection projects, roadway widening and modernization projects, as well as bicycle, pedestrian and transit projects. The graphic below shows a breakdown of the number of projects included in the adopted plan.

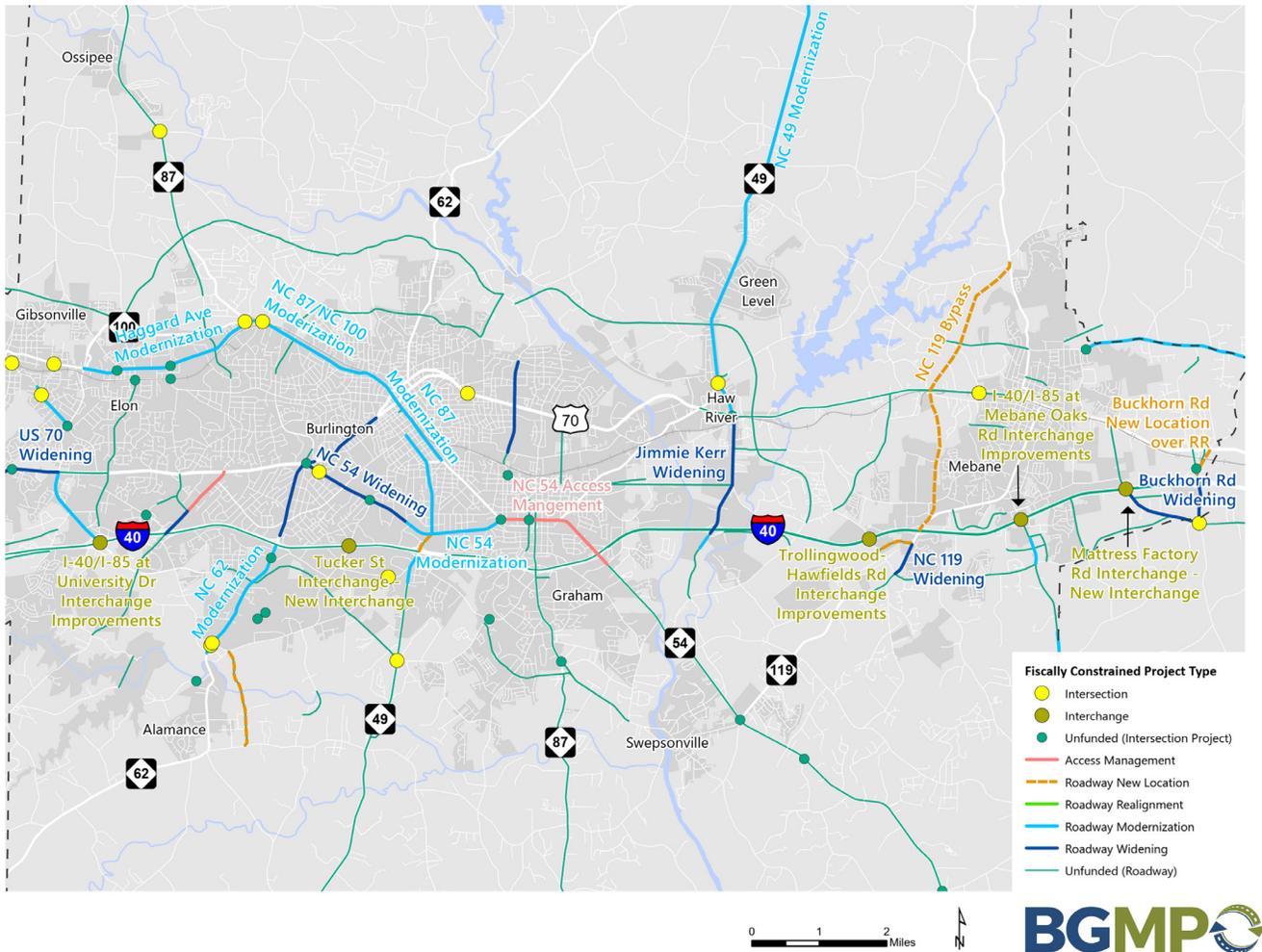
# Project Types



- ▶ **Intersection and Interchange**  
Focuses on operations and improvements
- ▶ **Roadway**  
Half of roadway projects are modernization projects, like medians and turn lanes
- ▶ **Bicycle, Pedestrian, Transit**  
Sidewalks, new buses, park-and-ride lots, shared-use paths

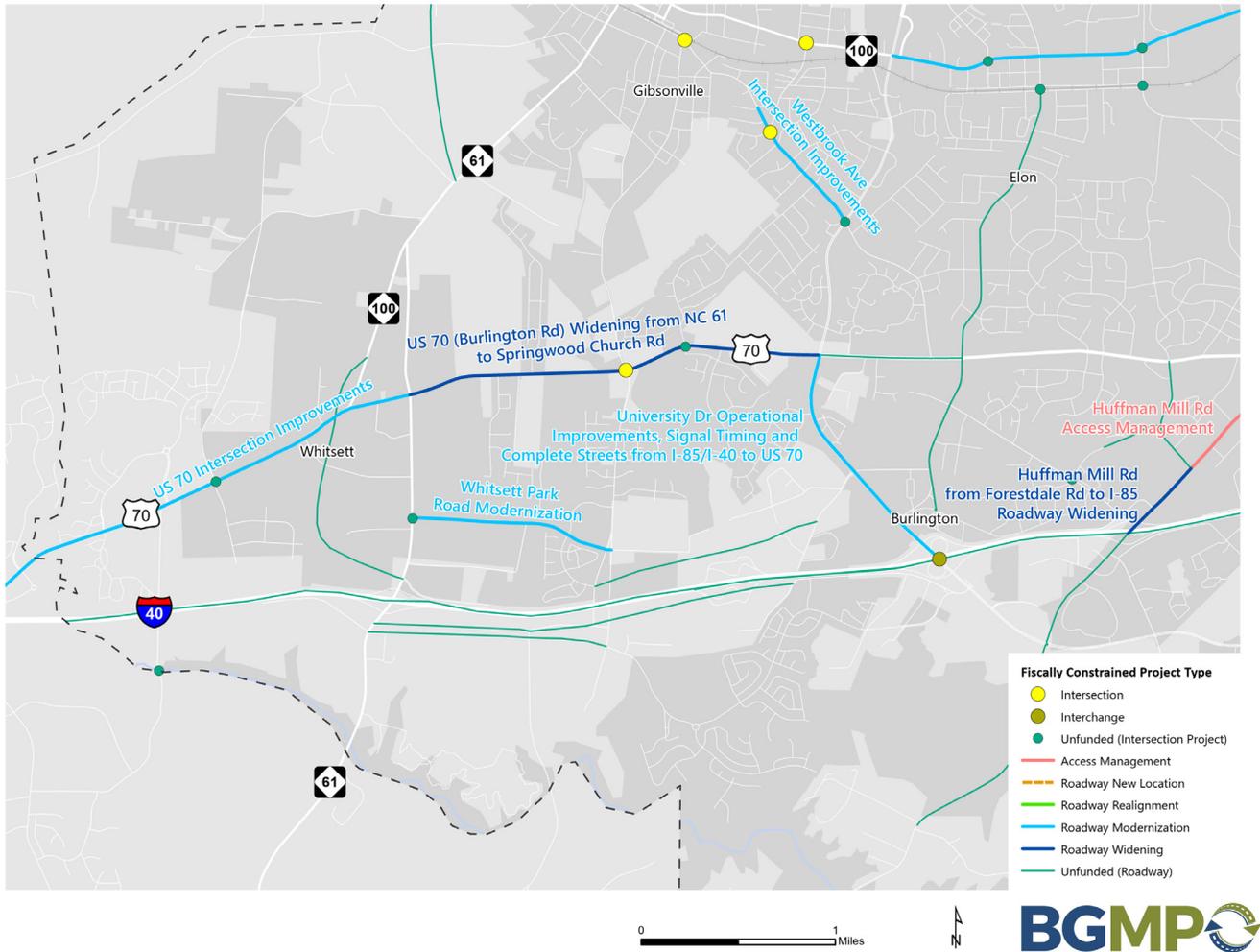
## Roadway Improvement Projects: Region Core and Eastern Part of the Region

The map below illustrates a zoomed in version of the fiscally-constrained roadway projects selected for the MTP and unfunded roadway projects which will become part of the future CTP update.



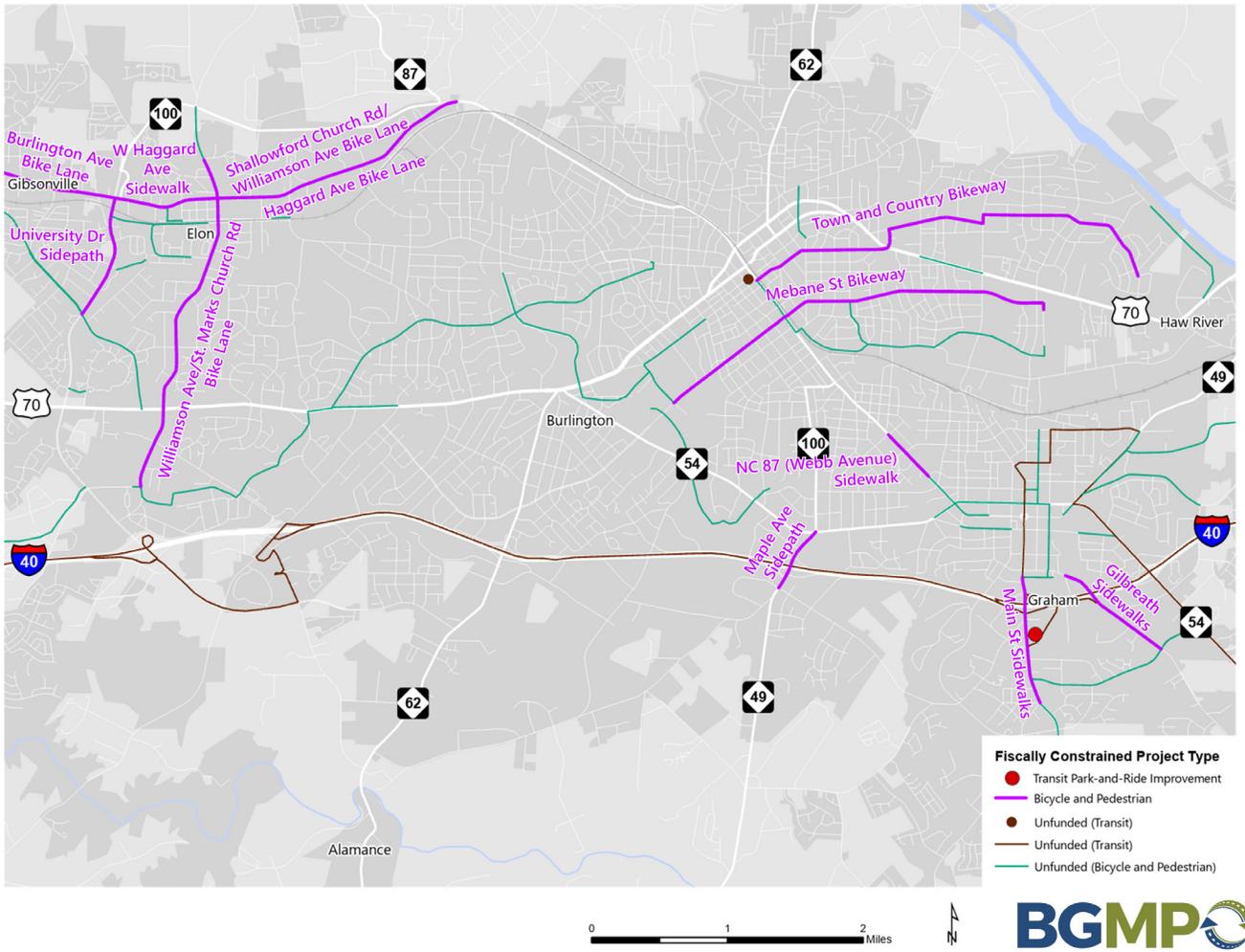
## Roadway Improvement Projects: Western Part of the Region

The map on this page illustrates a zoomed in version of the fiscally-constrained roadway improvement projects in the western part of the region, selected for the 2045 MTP as well as unfunded roadway projects which will become part of the future CTP update. US 70 is a major east-west corridor across the region, as well as a major freight corridor. Several modernization and widening projects are recommended for US 70 corridor, connecting BGMP region to Guilford County and Greensboro. Modernization and intersection improvements for Park Road (Whitsett), Westbrook Avenue (Gibsonville), Haggard Avenue (Elon) and University Avenue (Burlington) were also included in the fiscally-constrained list.



## Transit, Bicycle and Pedestrian Projects

The map on the next page highlights a subset of bicycle and pedestrian projects selected for the 2045 MTP. In addition to the fiscally-constrained bicycle and pedestrian projects, transit projects and unfunded bicycle and pedestrian projects have also been mapped below. Both funded and unfunded bicycle and pedestrian and transit projects will be considered for inclusion in the CTP update.



## Next Steps

Now that the BGMP MTP is adopted, the MPO will continue to work on the following next steps:

- » Updating the CTP
- » Reviewing projects in the MTP and CTP for future STI Prioritization submittal
- » Reviewing the MTP for amendments as needed
- » A full update of the MTP will be due in 2025

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### For more information please contact:

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To stay informed about the BGMP plans and processes please check the website,

<http://www.bgmpo.org>