



Burlington Graham MPO Existing Plans Summary

The City of Mebane, City of Graham, and Town of Gibsonville, all have plans focused on improving walking and cycling in their respective communities.

Durham Chapel Hill Carrboro (DCHC) and Capital Area Metropolitan Planning Organization (CAMPO) 2045 Metropolitan Transportation Plan (MTP) (2018)

The DCHC/CAMPO MTP Transportation Improvement Program (TIP) identifies highway, public transportation, bicycle, and pedestrian projects to be completed within the two MPO's boundaries in the next 25 years. The sole project included in the MTP that is immediately relevant to the Burlington Graham MPO include planned improvements to NC 54 between Old Fayetteville Road and the DCHC boundary (MTP ID 428).

Burlington Recreation and Parks Master Plan (2012)

This plan is an update to the original 1994 Master Plan and is intended to provide the City with recommendations for City parks and recreation through 2020, based on updated demographic information, facility inventory, and community input. The plan recommends collaborating with state and federal agencies to develop regional trails (e.g. the Mountains-to-Sea Trail along the Haw River) and preserve open space. The plan also recommends developing greenways, bike paths, and pedestrian walkways to connect district parks (Cedarock Park, Haw River Trail, Glencoe, Shallowford) to community parks and destinations. Priorities for facility development include planning an area nature center with support from Alamance County.

North Carolina Statewide Multimodal Freight Plan (2017)

This plan is the State's first statewide multimodal freight plan and it was created to bring North Carolina into compliance with the 2015 Fixing America's Surface Transportation (FAST) Act requirements for federal funding. The plan focuses on the current and future needs and opportunities of freight in North Carolina and considers investment strategies for the identified recommendations. The sole project in the BGMPO region that was included in the fiscally constrained freight investment plan was NCDOT STIP project I-5711 which will make interchange improvements at I-40/85 and SR 1007 (Mebane-Oaks Road) in 2019 to improve mobility and reliability.

*talks briefly about autonomous trucking and climate resiliency

City of Mebane Bicycle and Pedestrian Transportation Plan (2015)

This plan is intended to be a guide for future development and implementation of the City of Mebane's bicycle and pedestrian network. Most of the projects outlined and prioritized in the plan are local bicycle and pedestrian facilities. The plan was funded in part by Burlington Graham MPO and the MPO was identified as a potential partner for future bicycle and pedestrian programming with the City of Mebane.

Orange County Comprehensive Transportation Plan (2013)

This plan addresses the transportation needs and recommended improvements in the Triangle Area Rural Planning Organization (TARPO) jurisdiction of Orange County through the year 2035. It identifies several roadway, transit, bicycle, and pedestrian improvements that may impact Burlington-Graham MPO.

- Increase cross section of Mebane Oaks Road to 24 feet wide between NC 54 and the Alamance County line. This widening would permit turn lanes and wider shoulders for other vehicular needs.
- Establish an express bus service on NC 54 from the Alamance County border to Neville Road (SR 1945).

Graham 2035 Comprehensive Plan (2017)

This plan serves as a guiding policy document for long-term growth in the city of Graham through vision, goals, and strategies. The plan addresses future growth by identifying areas for growth and strategies for attracting business, expanding housing options and public services to meet population growth while maintaining Graham’s historic character, and conserving the natural environment. It notes the importance of access to I-40/85 for people commuting both into and out of Graham and freight operations and plans to develop mixed use commercial development to specific interchange regional nodes along Interstate 40/85. The plan calls for the City to work with the Burlington Graham MPO directly to develop and implement a City Street Plan and intercity bikeway system.

Burlington Train Station Connectivity Study (2017)

This study analyzes how to improve the connectivity of all modes to the Burlington Train Station in order to attract riders. The study assessed obstacles to riding the train, identified potential rider markets, and coordinated with stakeholders to identify opportunities to improve connectivity. Final recommendations include exploring the possibility of a rail service app, creating dedicated parking for private transportation providers (e.g. Uber, taxi), and partnering with Elon University to market rail services to students.

Alamance County Comprehensive Recreation Master Plan (2017)

This plan is an update to the original 2007 Alamance County Comprehensive Recreation Master Plan, which outlined the County’s recreation needs through 2020 and laid out a plan to meet those needs. The plan provides an overview of changes and upgrades to parks and facilities, conclusions of the Alamance County Recreation & Parks Recreational Needs Survey, and recommendations for facility and park improvements and additions. Major regional improvements include:

- The addition of the Cane Creek Mountains Natural Area- a 600+ acre passive use natural area
- Continued development of the Haw River Land Trail/Mountains-to-Sea Trail to meet the goal of 31 miles of new trail by 2020

Alamance County Land Development Plan (2007)

This plan acts as a guide for making strategic land use decisions resulting in orderly growth and development in Alamance County. The plan analyzed existing conditions, environmental growth factors, and public input to inform goals and growth management policies for long-term land development in the County. Transportation-specific growth management policies include: maximizing the use of existing roads, access management, supporting alternative modes of travel (bicycle, pedestrian, and transit), and improving street network connectivity.

Alamance County Trails Plan (2014)

This plan is a long-range plan that aims to identify and prioritize opportunities to create, and provide greater access to, trails and greenways in Alamance County. The plan’s goals include providing more off-road spaces for physical activity, expanding recreation opportunities for all ages, protecting open space,

and supporting economic development. The plan provides an inventory of existing trails and overview of priority future trails. Each of the priority trails will provide regional connectivity as follows:

- Great Alamance Creek Trail: connects to Guilford County and several municipalities
- Cane Creek and Cane Mountain Trail: connects to Cedarock Park and Haw River Trail
- Back Creek Trail: connects to Haw River Trail, Duke Forest, and several municipalities
- Haw Creek Trail: connects to the Triangle, Haw River Trail, and several municipalities
- Reedy Fork Trail: connects to Haw River Trail and several municipalities

City of Mebane 2040 Comprehensive Transportation Plan (2018)

This plan is a long-range multimodal transportation plan for the City of Mebane that serves as a non-fiscally constrained guide for developing the transportation system to meet the needs of the community. The plan analyzes existing conditions, proposes projects and ranks projects by mode based on mode-specific criteria. Four of the top 12 roadway projects in the plan were included in the most recent BGMPO CTP, including: South Mebane Oaks Road widening, Mattress Factory Road widening, Buckhorn Road widening, and Mattress Factory Road interchange. The recommended bicycle and pedestrian projects are local projects, mostly drawn from the Mebane Bicycle and Pedestrian Plan (2015).

Elon Bicycle, Pedestrian and Lighting Plan (2008)

This plan identifies and prioritizes proposed improvements to Elon's bicycle pedestrian, and lighting systems for a 20-year horizon to build a coordinated network of alternative transportation facilities. Plan goals include improving health and air quality, reducing traffic congestion, and improving pedestrian safety and walkability. The plan largely focuses on local projects, such as filling in gaps in the existing sidewalk network and building out the bicycle network. The plan does include a Mountains-to-Sea Trail connector that would provide regional connectivity.

Alamance County Transit Authority (ACTA) Community Connectivity Plan (2018)

The ACTA Community Connectivity Plan is a five-year plan to document planned projects in Alamance County and what resources will be required to fund them, developed in coordination with the North Carolina Department of Transportation (NCDOT) Public Transportation Division (PTD). ACTA operates demand response transit service in Alamance County. The plan was approved by the Alamance County Transportation Authority Board of Trustees in July 2018. These initiatives include improved service coordination between ACTA, PART, and Link Transit, updating regional transit plans, introducing Saturday service, increasing service in Graham, and increasing service to rural Alamance County communities. Noted disadvantages include cost of additional service and low population density.

Gibsonville Comprehensive Pedestrian Plan (2015)

This plan outlines the Town's vision for pedestrian transportation, outlines the existing pedestrian environment, proposes recommendations for the pedestrian network, a review of Town policy and programs, and implementation and funding strategies. The plan focuses on improvements downtown and within Gibsonville, except for a few proposed regional multi-use trail connections. Regional connections recommended included a multi-use trail connection to Elon along NC 100 (Burlington Ave) and connections to Burlington along several routes.

Downtown Burlington Master Plan (2008)

This plan is meant to serve as an economic development tool for Downtown Burlington. The plan focuses on branding for Downtown, market analysis, recommended physical improvements, and organization. The plan proposes the City create an incentive package to attract investment, including

creating a grant program, developing information sheets for underutilized properties, and developing special financing for purchase and rehabilitation of structures.

The City of Burlington Greenways and Bikeways Plan (2017)

This plan provides a framework for local and regional agencies to create a connected and comprehensive system of greenways and bikeways in Burlington. The plan's goals include enhancing connectivity and health while increasing safety, protecting the environment, and promoting equity. Top priority projects include the Burlington-Elon greenway, Haw River greenway, Springwood-Davidson Greenway and Town and Country Bikeway.

Pedestrian Master Plan, Burlington, NC (2012)

This plan is a pedestrian plan that aims to promote walkability in Burlington through guidance, tools, and programs for improving the pedestrian network and access to destinations. Goals of the plan include: filling gaps in the existing sidewalk network, increasing the miles of sidewalks as a percent of total City roads, and reduce the number of pedestrian accidents and vehicle miles traveled per year. The plan recommendations include providing a system of sidewalks and greenways with crossing improvements to connect to important destinations.

Destination Burlington, City of Burlington, NC Comprehensive Plan (2015)

This plan documents the City of Burlington's vision for the community's next 20 years by identifying and prioritizing goals and providing recommendations on strategies to implement these goals. The plan highlights Burlington's role as the largest city in Alamance County and central economic hub between the Piedmont Triad and Research Triangle. The plan recommends focusing regional commerce at interstate exits to support the retail and services that attract people from the surrounding area and support the local economy, while maintaining roads in the City for residents.

Piedmont Triad Freight Study

This study aims to understand the current movement of freight within and through the Triad. The background notes that the Triad is one of the world's largest transportation and logistics clusters including I-85/I-40 being a major hub in both the North and South. Highest concentration of freight is in Guilford County followed by Forsyth and Alamance. This study mentions goals from the Piedmont Together Plan specifically *'Maintain and enhance the region's competitive edge as a freight transportation and logistics hub on the Eastern Seaboard.'* The freight facilities for BGMPO: Major Shipper (61%), Retail (28%), Distribution Center (8%), Intermodal Facility (3%). This accounts for 13% of the Triad's freight. The study identifies long-term freight trends: increased freight flows as NC's population increases; need for freight supporting policies and multimodal infrastructure investments to provide economic competitiveness.

Mebane Parks & Recreation Comprehensive Plan (2014)

This plan identified parks and recreation needs within Mebane through an inventory, public input, and a facility standard. Public surveys identified that there is great interest in more walking/biking trails throughout Mebane. The plan recommends partnering with other local and regional recreation providers. The plan identifies first-five-year priorities including: expanding trails at Lake Michael; develop Master Plan for community greenways; purchase property and construct a community park; develop phase one of Turner Road Park (a new district park).

Mebane Traffic Separation Study (2018)

This study examines 8 existing at-grade roadway-railroad crossings along a 5-mile span in Mebane. The plan recommends a series of improvements to the eight crossings. These include pedestrian crossings near First Street (underpass) and Second Street (overpass); median barriers at Gibson Road and Moore Road; widen shoulders for safer pedestrian connection at 3rd Street and Gibson Road; and improving the crossing geometry at 5th Street and conduct further analysis to determine the feasibility of a sidewalk on western side.

Greensboro Urban Area MPO MTP 2040 (2013)

This plan provides an assessment of future area transportation needs and a fiscally constrained plan to fulfill federal requirements for the Long-Range Transportation Plan. The Action Plan chapter lists all policy and action item recommendations for the MTP. The plan reinforces other plans within the recommendations—stressing the importance of coordination between different municipalities and government organizations (Greensboro, GUAMPO, NCDOT, GTA, Counties, etc.).

Greensboro Urban Area MPO CTP (2014)

This CTP lists a series of recommendations for each mode of transportation within the MPO, unlike the MTP this plan is not fiscally constrained. The recommendations include converting US 70 from Burlington Road to Mount Hope Church Road from a 5 lane to a 4-lane divided.

Durham-Chapel Hill-Carrboro MPO CTP (2017)

The CTP outlines many recommendations for the projected community transportation needs by 2040. These recommendations are not fiscally constrained and include widening I-40 to 6 lanes from I-85 through Orange and Durham Counties; widen US-70 to 4-lane divided with bike lanes and sidewalks from I-85 to US-70 ALT.

Capital Area MPO & Durham-Chapel Hill-Carrboro MPO MTP (2018)

This most recent MTP emphasizes investment in transit while still investing significantly in roadway connections. The major roadway projects include widening I-40, I-85, and US-401. The MTP also references the Raleigh-Charlotte Amtrak (which stops in Burlington) and the future potential for a high-speed rail corridor (while not identifying any specific actions or investments in it).

Piedmont Together Comprehensive Regional Plan (2011)

Developed in partnership with the Piedmont Authority for Regional Transportation (PART) with a grant from HUD, this plan focuses on equitable prosperity for the Piedmont Triad region (including Alamance and Guilford counties). This plan provides succinct details on current and projected equity issues within this area as well as goals and objectives for addressing them. The major concern this plan notes is the correlation between commuting distance and percent of income spent on transportation. Within the transportation section, there are a series of important strategies including: identify a regional transportation network that connects urban centers to small towns; invest in multiple modes of transportation for pedestrians, cyclists, and transit riders as part of the roadway network