

Transportation Multimodal Plan



Table of Contents



- 1. Project Background.....3**
 - Purpose.....5
 - Process8
 - Stakeholder Coordination9
- 2. Previous Plans and Studies 11**
- 3. Network Opportunities Analysis..... 17**
- 4. Recommendations Consolidation ... 27**
 - Project Types 28
 - Roadway 29
 - Bicycle and Pedestrian..... 31
 - Transit and Rail..... 37
 - Policy Recommendations..... 39
- 5. Public Engagement 41**
 - Introduction 41
 - Promotional Materials & Outreach..... 42
 - Public Open House Meeting 42
 - Survey Results & Public Input..... 43
 - Process44
- 6. Prioritization 45**
 - Methodology 46
 - Prioritized Table of Projects 62
 - Non-prioritized projects 73
- 7. Conclusion..... 75**

Image Credits for this page and Cover Page: Chapel Hill/ Orange County Visitors Bureau



01

Project Background

Orange County comprises of multiple transportation planning agencies, including two Metropolitan Planning Organizations (MPOs) – Durham Chapel Hill Carrboro (DCHC) MPO and Burlington Graham (BG) MPO, Central Pines Regional Council (CPRC) four incorporated communities, and North Carolina Department of Transportation (NCDOT). The boundaries of these agencies are shown in **Figure 1.1**. These agencies have independently conducted several transportation planning studies and plans. The Orange County Transportation Multimodal Plan (OC-TMP) is an effort to consolidate all the projects recommended by these plans and prioritize them based on relevant metrics determined through public and stakeholder engagement process.

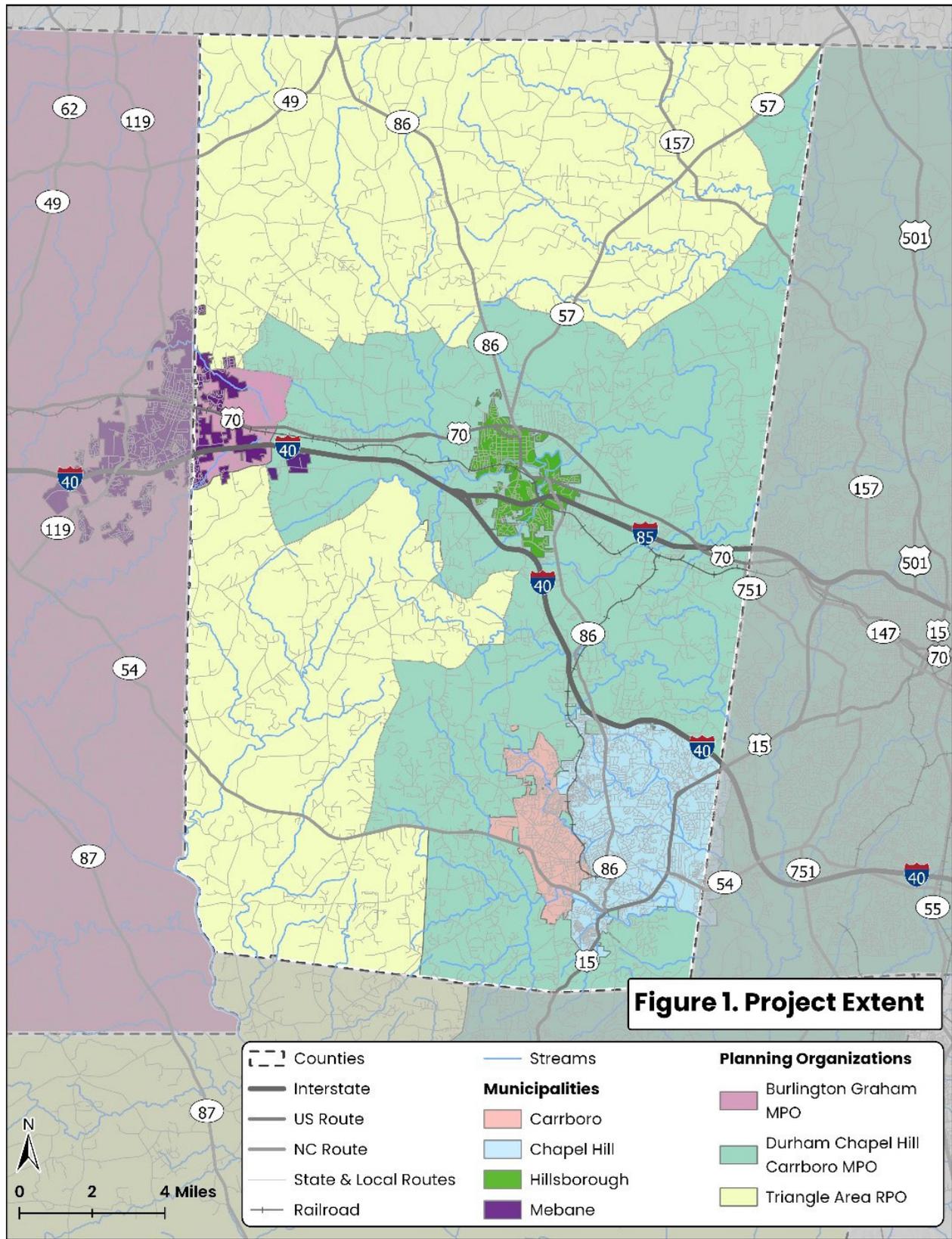


Figure 1.1: Map showing boundaries of transportation planning organizations within Orange County

Purpose

Orange County Transportation (OCT) plays a critical role in managing transportation in the county, as well as local and regional connectivity. The county is a part of several jurisdictions and decision-making authorities pertaining to transportation as listed above. Each of these authorities develop transportation plans for the areas within their boundary. The key purpose of this project is to consolidate all the plans developed by the constituent jurisdictions into one plan such that the final report of this project becomes the primary reference for all transportation plans in Orange County.

There are four incorporated jurisdictions within Orange County - **the City of Mebane, the Town of Hillsborough, the Town of Carrboro, and the Town of Chapel Hill**. These jurisdictions control transportation planning within their incorporated boundaries. For this purpose, this plan focuses on the unincorporated areas of Orange County, where OCT has complete jurisdiction. While transportation plans were obtained from the City of Mebane, the Town of Hillsborough, the Town of Carrboro, and the Town of Chapel Hill, only those project recommendations that are completely or partially located within Orange County are discussed in this plan.

The purpose of the Orange County Transportation Multimodal Plan is to consolidate the transportation recommendations within the unincorporated regions of Orange County into one comprehensive countywide plan, develop a method for prioritizing projects, and preparing a prioritized list of projects.

This plan will help Orange County decide how to best serve areas outside of the municipalities by improving the transportation options that residents and workers use.

Figure 1.2 shows the population within Orange County. While the most residents live within the municipal limits of Hillsborough, Carrboro, and Chapel Hill, there is still a large portion of Orange County residents outside of these areas, particularly in the northern half of the County.

Figure 1.3 shows the employment within Orange County. Employment centers are concentrated within the Towns.



Image Credit: Chapel Hill/ Orange County Visitors Bureau

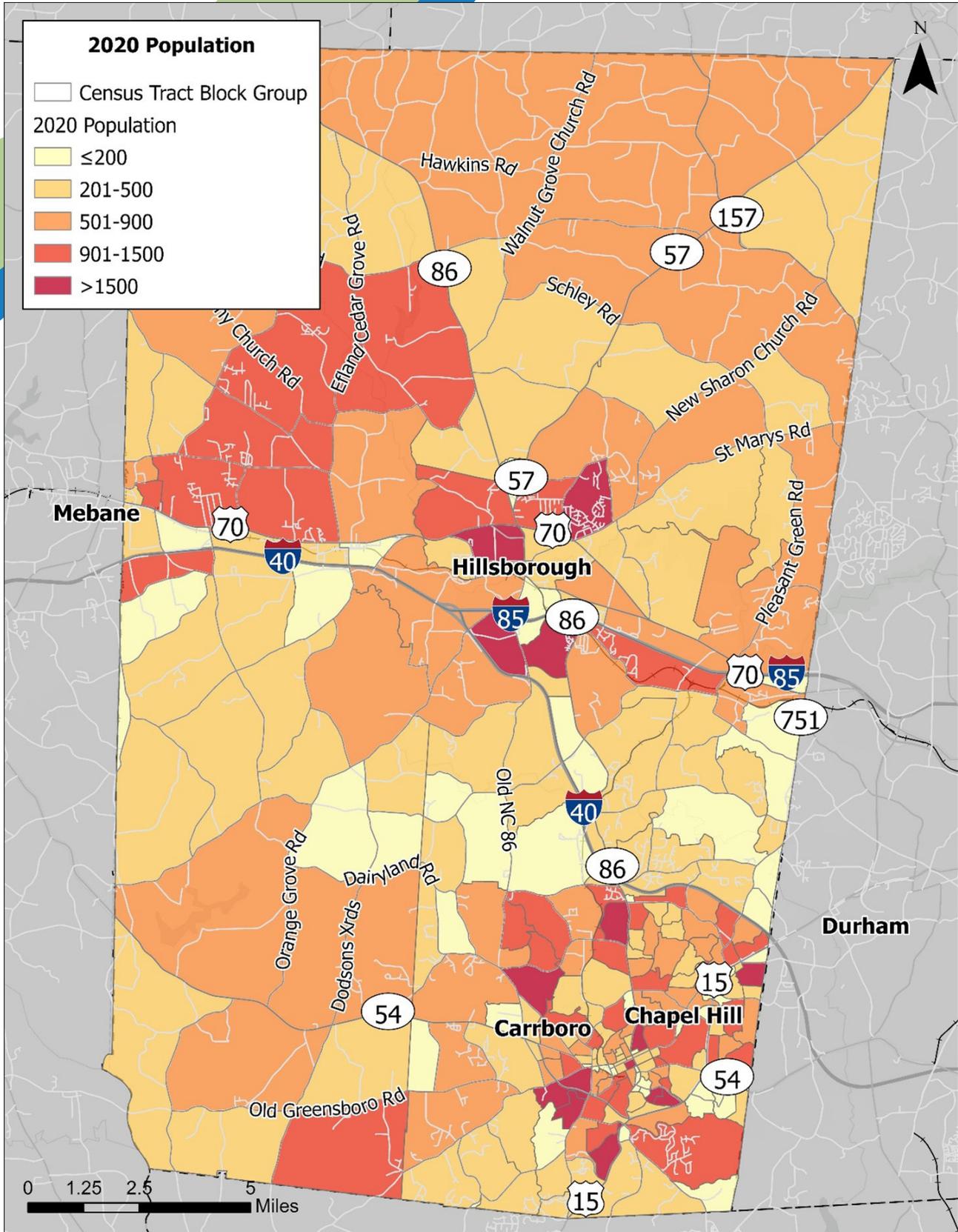


Figure 1.2: 2020 Population in Orange County

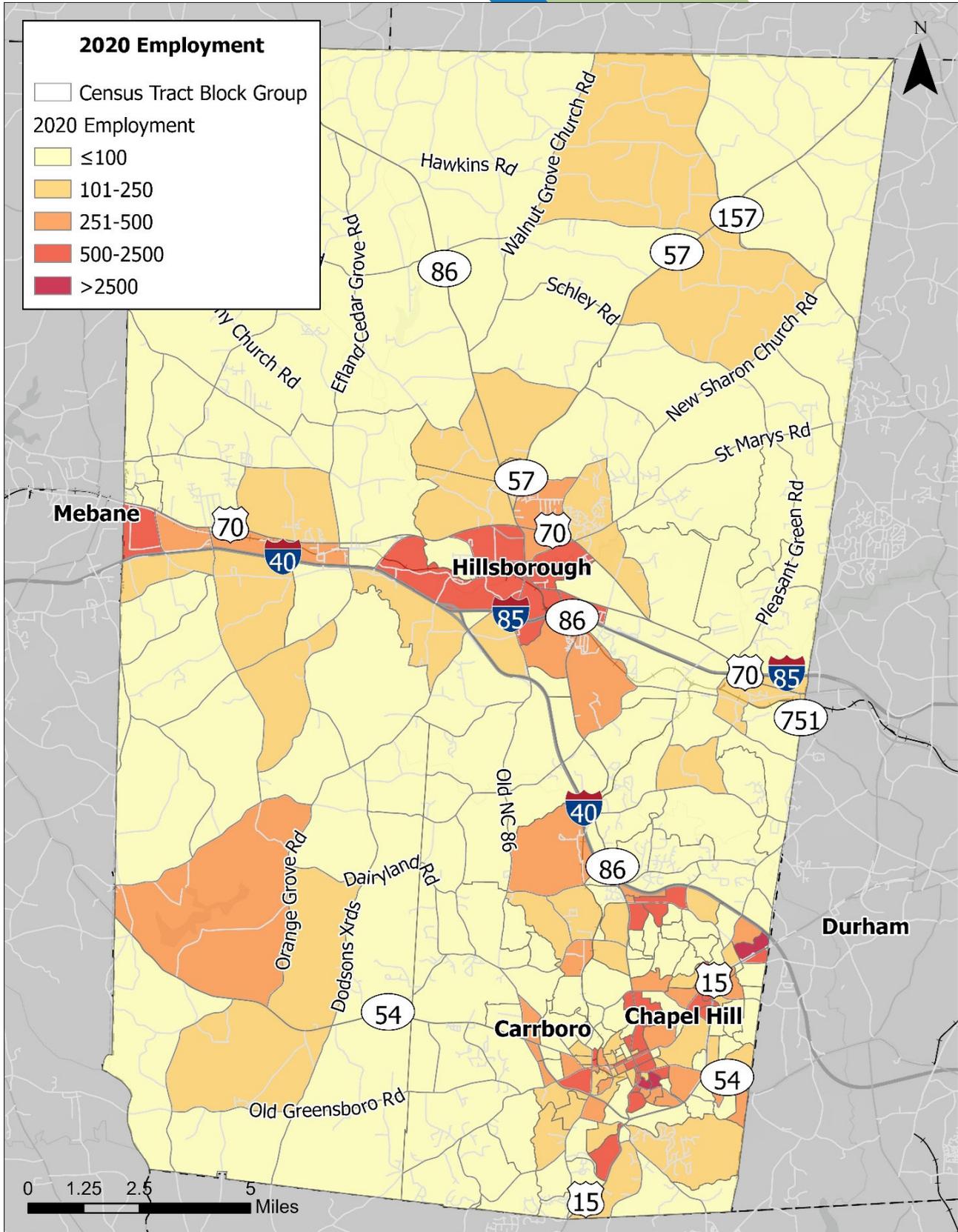


Figure 1.3: 2020 Employment in Orange County

Process

	2023		2024									
	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
Kickoff and Project Setup	█											
Data Collection		█	█									
Consolidation of Projects			█	█	█							
Opportunities Analysis					█							
Public Engagement						█						
Prioritization Methodology							█	█				
Prioritization Table									█	█		
Final Report											█	█

Figure 1.4: Project Development Timeline

This project started in November 2023 by constituting a Core Technical Team and identifying the previously adopted transportation plans and studies that will be included in the TMP. The project and policy recommendations from the selected projects were compiled into a combined list and three maps – one map for each mode (Roadway, Bicycle and Pedestrian, and Transit). This compilation revealed several duplicate project recommendations stemming from various plans which our team identified and removed. The final list of projects was then reviewed and additional opportunities for network completion were identified. These projects

and maps were presented to the public through online survey and in-person meetings.

Questions regarding prioritization were also asked in the online survey and to the stakeholders to incorporate their inputs into the prioritization process, which was the next step of the study. Our team developed a comprehensive and easy-to-calculate prioritization methodology including mode-specific factors. This methodology was then used to calculate scores for each project and to compile a prioritized list based on these scores.



Figure 1.5: Project Development Process

Stakeholder Coordination

A Core Technical Team (CTT) was identified consisting of representatives from key transportation agencies within Orange County, including BGMPO, DCHC MPO, CPRC, NCDOT Division 7. The key purpose of the CTT was to

provide technical guidance throughout the course of the plan development. **Table 1.1** shows the participants from each of the agencies mentioned above.

Agency	Representative	Role
Orange County	Nish Trivedi	Transportation Services Director
	Darlene Weaver	Transportation Planning Manager
NCDOT Div 7	Chad Reimakoski	Division Traffic Engineer
	Nishant Shah	Division 9 Corridor Development Engineer
NCDOT IMD	Nicholas Morrison	Regional Transportation Planner
DCHC MPO	Doug Plachcinski	Executive Director
	David Miller	Transportation Planner
BG MPO	Wannetta Mallette	MPO Administrator
CPRC (TJCOG)	Karyl Fuller	RPO Director

Table 1.1: Agencies and representatives constituting the CTT

The CTT met 9 times from November 2023 to August 2024 to guide the project process. A short summary of each of these meetings is provided in **Table 1.2**.

Detailed meeting minutes and presentations from each meeting are included in the **Appendix I**.

No.	Date	Topics discussed
1	Nov 14, 2023	Project Kickoff, description, extents, schedule. Team introduction
2	Dec 11, 2023	Previous plans and studies identified, data requests, mapping template
3	Jan 8, 2024	Data collection, symbology template, project attributes review
4	Feb 12, 2024	Remaining data, maps prepared for TMP, number of projects by mode
5	Mar 11, 2024	Data from ongoing plans, Public Engagement (PE) preparation
6	Apr 8, 2024	Completed consolidated maps for each mode, PE updates
7	May 13, 2024	Policy Recommendations analysis, Prioritization questions to CTT, PE results
8	Jun 10, 2024	Prioritization methodology
9	Aug 12, 2024	Score calculations, preliminary results of prioritization

Table 1.2: Topics discussed at CTT meetings



Image Credit: Chapel Hill/ Orange County Visitors Bureau



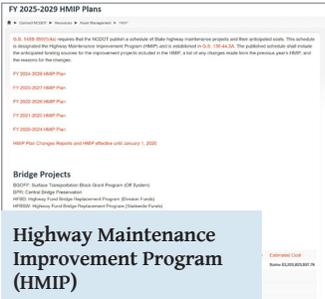
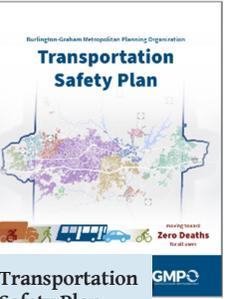
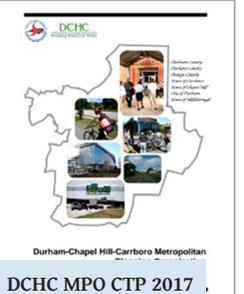
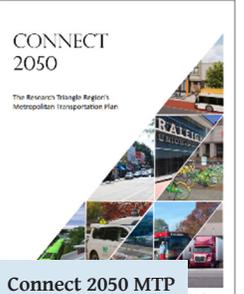
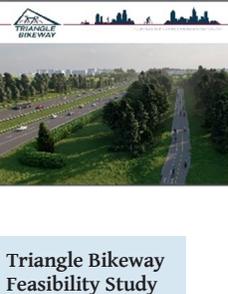
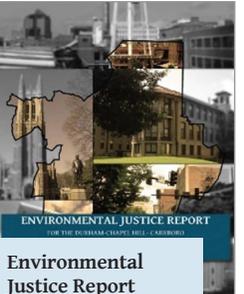
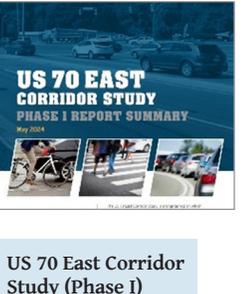
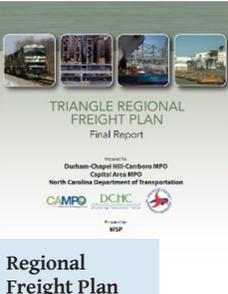
02

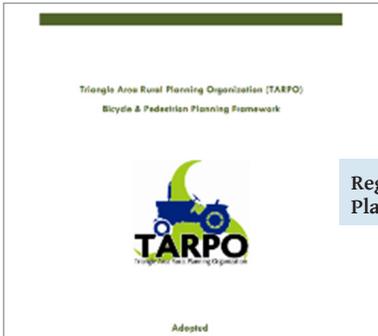
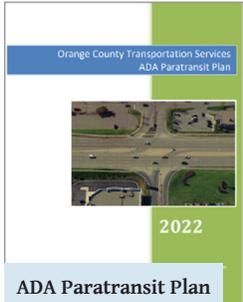
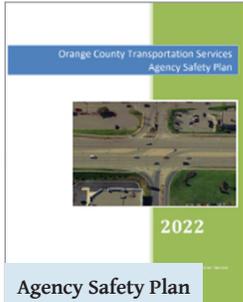
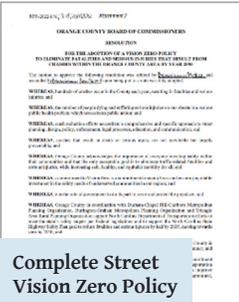
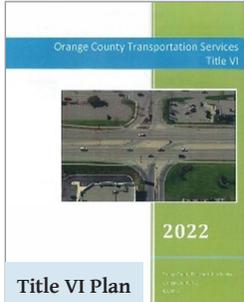
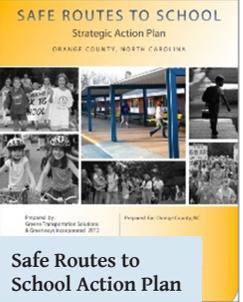
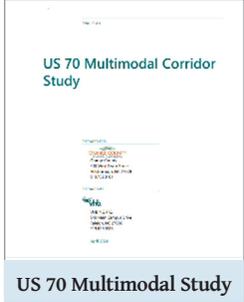
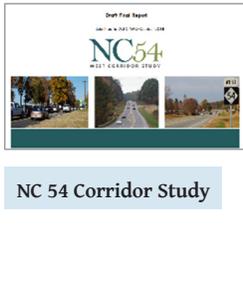
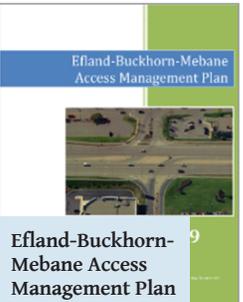
Previous Plans and Studies

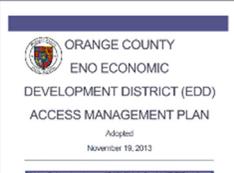
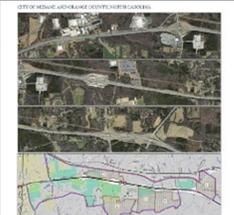
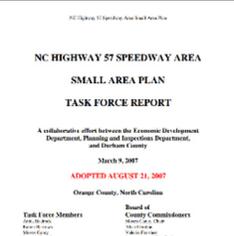
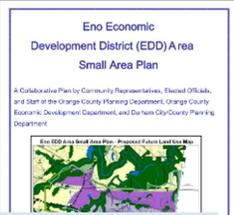
58 plans and studies developed and adopted by 9 agencies were identified for inclusion in the TMP. While some plans do not include specific project recommendations, these plans were still utilized to assist in development of the policy consolidation.

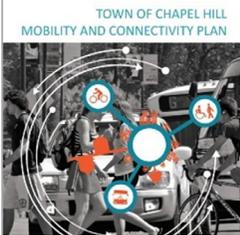
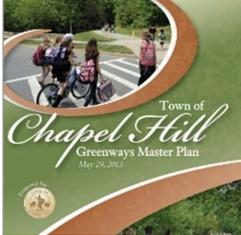
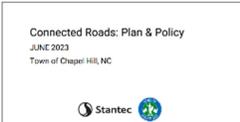
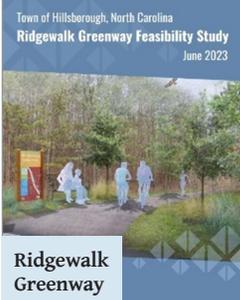
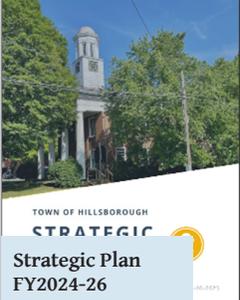
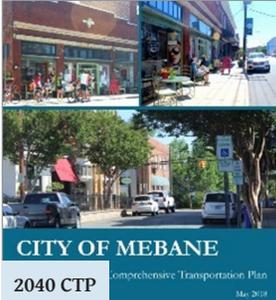
Table 2.1 shows the agencies and the plans adopted whose recommendations are included in this study. Further evaluation showed several plans that were superseded by more recent plans, and these are noted in the table below. These plans are described in detail in **Appendix II**.

Table 2.1: Various Plans and Studies adopted by the constituent transportation planning agencies in Orange County.

Agency	Plans			
<p>NCDOT</p>	 <p>Highway Maintenance Improvement Program (HMIP)</p>	 <p>Highway Safety Action Plan</p>	 <p>2024-2033 State Transportation Improvement Plan (STIP)</p>	
<p>BGMPO</p>	 <p>BGMPO 2030 Comprehensive Transportation Plan (CTP)</p>	 <p>2045 Metropolitan Transportation Plan (MTP)</p>	 <p>Regional Transit Feasibility Study</p>	 <p>Transportation Safety Plan</p>
<p>DCHC MPO</p>	 <p>DCHC MPO CTP 2017</p>	 <p>Connect 2050 MTP</p>	 <p>SW Durham / SE Chapel Hill Collector Street Plan</p>	 <p>Triangle Bikeway Feasibility Study</p>
	 <p>Environmental Justice Report</p>	 <p>Congestion Management Plan</p>	 <p>US 70 East Corridor Study (Phase I)</p>	 <p>Regional Freight Plan</p>

Agency	Plans
<p>TARPO</p>	 <p>Regional Bicycle and Pedestrian Planning Framework</p>
<p>Orange County</p>	<div style="display: grid; grid-template-columns: repeat(4, 1fr); gap: 10px;"> <div data-bbox="370 800 613 1102">  <p>2022 ADA Paratransit Plan</p> </div> <div data-bbox="651 800 894 1102">  <p>2022 Agency Safety Plan</p> </div> <div data-bbox="927 800 1166 1102">  <p>Complete Street Vision Zero Policy</p> </div> <div data-bbox="1198 800 1442 1102">  <p>2022 Title VI Plan</p> </div> <div data-bbox="370 1144 613 1446">  <p>2022 orange county transit plan update Transit Plan</p> </div> <div data-bbox="651 1144 894 1446">  <p>SAFE ROUTES TO SCHOOL Strategic Action Plan ORANGE COUNTY, NORTH CAROLINA Safe Routes to School Action Plan</p> </div> <div data-bbox="927 1144 1166 1446">  <p>2030 Parks & Recreation Master Plan Orange County, North Carolina 2030 Parks & Recreation Master Plan</p> </div> <div data-bbox="1198 1144 1442 1446">  <p>US 70 Multimodal Corridor Study</p> </div> <div data-bbox="370 1497 613 1799">  <p>NC 54 Corridor Study</p> </div> <div data-bbox="651 1497 894 1799">  <p>Efland-Buckhorn-Mebane Access Management Plan Efland-Buckhorn-Mebane Access Management Plan</p> </div> <div data-bbox="927 1497 1166 1799">  <p>EXECUTIVE SUMMARY Access Management Awareness Project & Report Orange Grove Road Orange Grove Road Access Management Plan</p> </div> </div>

Agency	Plans			
<p>Orange County (cont.)</p>	 <p>Eno Economic Development District Access Management Plan</p>	 <p>Buckhorn Small Area Plan</p>	 <p>Efland-Mebane Small Area Plan</p>	 <p>NC 57 Speedway Small Area Plan</p>
	 <p>Eno Economic Development District Small Area Plan</p>	 <p>Climate Action Plan (CAP)</p>	 <p>Strategic Action Plan</p>	 <p>2030 Comprehensive (Land Use) Plan</p>
	 <p>Safe Routes to School Update</p>	 <p>Short Range Transit Plan</p>		
<p>Carrboro</p>	 <p>Updated Bike Plan</p>	 <p>2022-2042 Comprehensive Plan</p>		

Agency	Plans			
Chapel Hill	 <p>Mobility and Connectivity Plan</p>	 <p>Short Range Transit Plan</p>	 <p>Accessibility Audit: Chapel Hill TOD Planning & UDO Visioning Study (North South Bus Rapid Transit)</p>	 <p>Greenways Master Plan</p>
	 <p>Connected Roads Plan</p>	 <p>Bike Plan <i>(Superseded by Mobility and Connectivity Plan)</i></p>	 <p>US 15-501 <i>(Plan not adopted)</i></p>	
Hillsborough	 <p>Comprehensive Sustainability Plan 2030</p>	 <p>Ridgeway Greenway</p>	 <p>Traffic Separation Study</p>	 <p>Strategic Plan FY2024-26</p>
	<p>NC 86 Connector <i>(Superseded by the Comp Plan 2030.)</i></p>	<p>S Churton St Multimodal Corridor Study <i>(Not adopted as of June 2024)</i></p>	<p>US 70/ Cornelius St Corridor Strategic Plan <i>(Superseded by the Comp Plan 2030)</i></p>	<p>Community Connectivity Plan <i>(Superseded by the Comp Plan 2030)</i></p>
Mebane	 <p>Bicycle and Pedestrian Transportation Plan 2015</p>	 <p>2040 CTP</p>	 <p>Traffic Separation Study</p>	

The combined projects table created from the recommendations from the plans and studies mentioned above contained approximately:



325

bicycle and pedestrian recommendations



97

roadway recommendations



47

transit and rail project recommendations

As mentioned in Chapter 1, the focus of this study is on the unincorporated areas of Orange County. As such, any recommendations that were located entirely in a municipality were excluded from the initial combined projects table. **Appendix III** contains the tables showing the identified projects for all three modes in greater detail.

This combined table of approximately 500 projects was the starting point which formed the basis of the rest of the TMP process.





03

Network Opportunities Analysis

Map data was collected for the project recommendations from the included plans and studies. A thorough analysis of these projects revealed that, in addition to several duplicate projects, there were also significant overlaps between some projects. Additionally, there were some projects that with minimal changes to their extents, could lead to a more complete network. This analysis also revealed that some projects, while not located entirely within a municipal boundary, would still fall under the jurisdiction of the municipality. These projects were identified and removed from the list.

The following instances highlight the locations where such overlaps or opportunities were identified and their resolutions. Please note that the numbers mentioned on the map labels may not match the projects in the table because of multiple rounds of edits made to the list and the map during the consolidation process.

1. Buckhorn Road at E Washington Street Ext.		Map
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Concern</p>	<p>The “Buckhorn Rd Railroad Grade Separation” project is similar in scope to “Extension of Industrial Drive over railroad to Frazier Rd” project.</p>	
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Resolution</p>	<p>It is recommended the Buckhorn Rd Railroad Grade Separation be retained due to higher ROW concerns with the other project.</p>	

2. Ben Wilson Road		Map
Concern	The “Ben Wilson Road Widening” project is almost entirely within Mebane jurisdiction limits.	
Resolution	This project was removed from the list.	

3. NC 54 East of Carrboro		
Concern	Overlapping project recommendations with different timelines.	Resolution
		Preliminary engineering on R-5821A is completed. Widening and multimodal recommendations from NC 54 Corridor study to be adopted. Both projects were retained
Map		

4. NC 86		Map
Concern	There is a gap between the pedestrian project on NC 86 and McDade Store Rd.	
Resolution	The pedestrian project on NC 86 was extended to McDade Store Rd as part of the TMP. This should be incorporated in the next bicycle and pedestrian plan update.	

5. Dairy Farm Dr & Governor Dr		Map
Concern	There is a lack of sidewalk connectivity to connect Orange High School to NC 57 and NC 86.	
Resolution	This recommendation was considered for the Safe Routes to School Update and later incorporated in the TMP.	

6. New Hope Creek Trail Spurs		Map
Concern	There is a disjointed part of New Hope Creek Trail and spurs.	
Resolution	The project was extended along the creek in the TMP to provide a connection. This recommendation should be considered for the next CTP amendment.	

7. Eno Mountain Rd		Map
Concern	There is a pedestrian project gap between Eno Mountain Rd and the Eno River Trail spur.	
Resolution	The Eno Mountain Rd and Eno River Trail spur were both removed from the TMP as they would fall under Hillsborough's jurisdiction. It is recommended the Town study this further.	

8. New Hope Creek Trail		Map
Concern	There is a bicycle and pedestrian project gap between New Hope Creek Trail and Old NC 86.	
Resolution	New Hope Creek Trail was extended to reach Old NC 86 in the TMP. This recommendation should be considered for the next CTP amendment.	

9. Union Grove Church Rd		Map
Concern	Connect the greenways to Union Grove Church Rd and add a greenway on Union Grove Church Rd for network completion.	
Resolution	This recommendation should be considered for the next CTP amendment.	

10. Eubanks Rd		Map
Concern	There is a disharmony in project scopes. The CTP project is mentioned as a multi-use path, but the developments coming up along Eubanks Road show 5' sidewalks on both sides with bike lanes.	
Resolution	This project was removed from the TMP as it would fall under the jurisdiction of Chapel Hill. Additionally, this recommendation should be removed from the CTP during the next amendment.	

11. NC 54 East of Carrboro		
Concern	There is a bike-ped facility gap between recommended projects on NC 54 and Old Fayetteville Rd. A potential extension is recommended.	Resolution
		NC 54 corridor study includes this extension and is approved by DCHC MPO and Orange County BOCC. This extension is also now included in the TMP.
Map		

12. Old NC 10		Map
Concern	There is a bicycle project gap in the network along NC 10.	
Resolution	NC 10 was made a County Priority during SPOT 7 project selection. A bicycle project has been recommended for NC 10 and included in the TMP.	

13. Eno River Greenway		Map
Concern	There are duplicate projects along this area.	
Resolution	The more comprehensive project, the Mountains to Sea Trail, was retained. Project 457 was removed from the TMP.	

14. King's Highway Park Connector and Eno St Trail		Map
Concern	Two trail projects show separate railroad crossings in proximity to connect to Ben Johnston Road.	
Resolution	It is recommended the Eno St trail terminate at the King's Hwy Park Connector. Both projects were removed from the TMP as they fall under Hillsborough's jurisdiction.	

15. Eno River Trail		Map
Concern	The scope and points of the Eno River Trail need to be defined properly.	
Resolution	Project 484 was removed from the TMP. This will be addressed in the County Trails Plan and future CTP update.	



Image Credits: Chapel Hill/ Orange County Visitors Bureau



04

Recommendations Consolidation

Our team thoroughly reviewed each plan to identify recommended roadway, bicycle and pedestrian, and transit and rail projects. Each project was then evaluated to eliminate the following projects:

- Projects that would be maintained by the incorporated Towns and Cities within Orange County, including projects that are completely within or a majority within the incorporated areas.
- Projects that have been completed.
- Projects that have been deemed unlikely, such as those that involve major cut-throughs.

Projects that were duplicated in multiple plans were consolidated into one project. Additionally, multiple projects that spanned across the same road and have the same scope were also consolidated into one project.

Project Types

Projects were categorized using the NCDOT CTP standards. The following section provides definitions of project classifications.

Roadway

Access Management/Operations: Access management projects are those designed to improve capacity and safety of the roadway and may include intersection and safety improvements along a corridor. Operations projects are those design to improvement management of the roadway systems and include safety and maintenance projects.

Congestion/Mobility: Congestion projects are those designed to lessen traffic congestion and typically involve adding additional lanes to a roadway. Mobility projects are those designed to provide better connectivity and access and may include projects on new location.

Modernization: Modernization projects include those designed to update the roadway to NCDOT design standards. They may include improving the cross section to current standards by increasing travel lane widths, adding shoulders, improving sight distance, adding turn lanes, and accommodating multimodal needs.

Other: These are projects that do not fit into one of the above categories. They include pavement rehabilitation, Intelligent Transportation Systems strategies, signal and surveillance upgrades, wayfinding and messaging improvements, and economic development projects.

Bicycle and Pedestrian

Bicycle: These projects include paved shoulders, shared markings, and dedicated bicycle lanes.

Pedestrian: These projects include sidewalks and pedestrian paths.

Bicycle and Pedestrian: These projects are those that recommend both bicycle and pedestrian facilities along the same segment.

Multiuise Path: These projects include physically separated paths for use by both cyclists and pedestrians.

Trail: These projects are off-road trails, including paved and unpaved trails. They are part of larger trail networks and may follow creeks or other natural features.

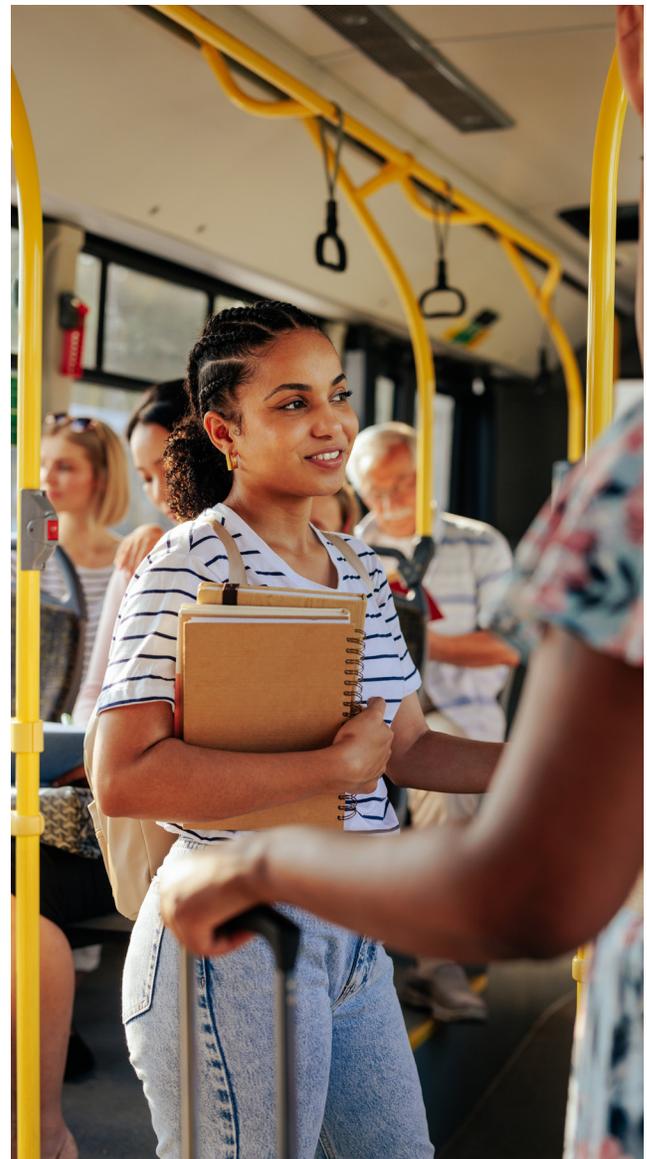
Transit and Rail

Fixed Guideway: These include Commuter Rail Transit and projects on a separate corridor.

Regional Fixed Bus Corridor: These include bus routes that travel to different regions and counties.

Rural Fixed Bus Corridor: These include bus routes that serve rural areas.

Urban Fixed Bus Corridor: These include bus routes that serve urban areas and municipalities.



Roadway

Roadway projects were consolidated into **40 final projects and 13 interchange, intersection, and bridge projects** for the OC-TMP. Out of the 40 final projects, there are **16 congestion/mobility, 3 access management/operations, 17 modernization, and 4 other projects**. **Figure 4.1** shows the roadway projects. An enlarged version of the map and the projects table can be found in **Appendix IV**.



Image Credit: Chapel Hill/ Orange County Visitors Bureau

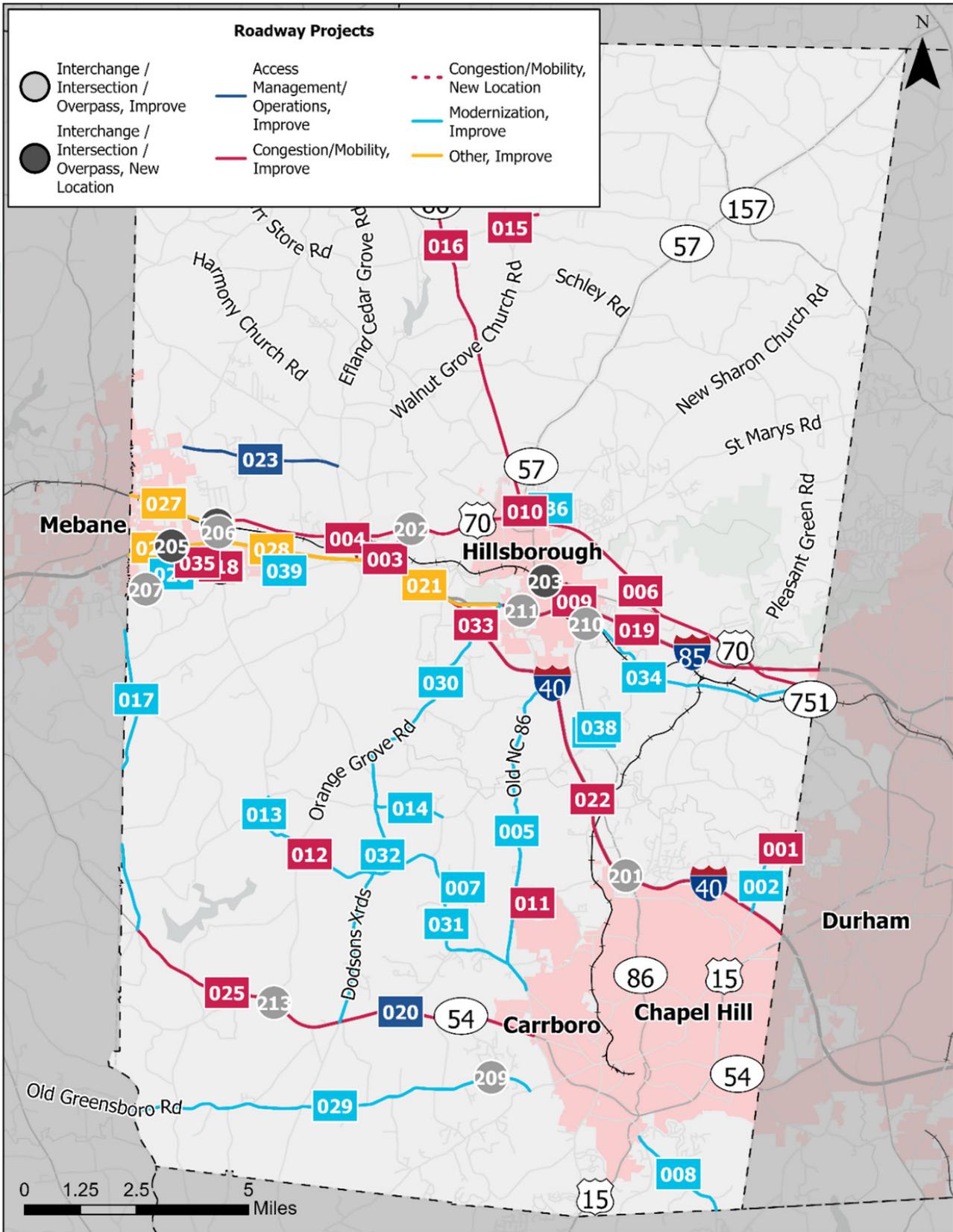


Figure 4.1: Roadway Projects

Bicycle and Pedestrian

Bicycle and pedestrian projects were consolidated into **140 final projects and 1 bicycle and pedestrian bridge project** for the OC-TMP. Out of the 140 final projects, there are **70 bicycle, 23 bicycle and pedestrian, 1 multiuse path, 30 pedestrian, and 16 trail projects**. **Figures 4.2-4.5** show the bicycle and pedestrian projects. An enlarged version of the map with all bicycle and pedestrian projects and the projects table can be found in **Appendix IV**.



Image Credit: Chapel Hill/ Orange County Visitors Bureau

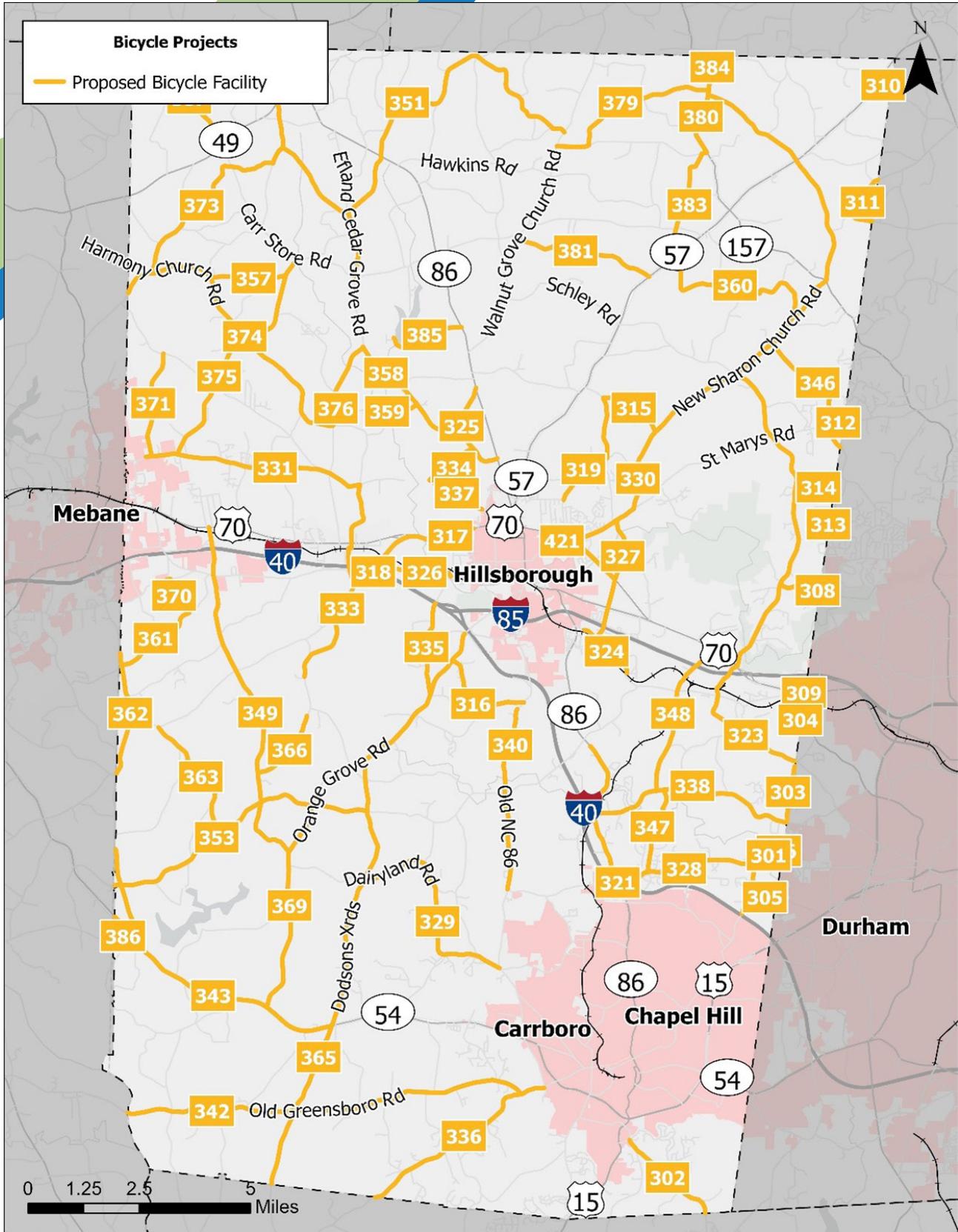


Figure 4.2: Bicycle-only Projects

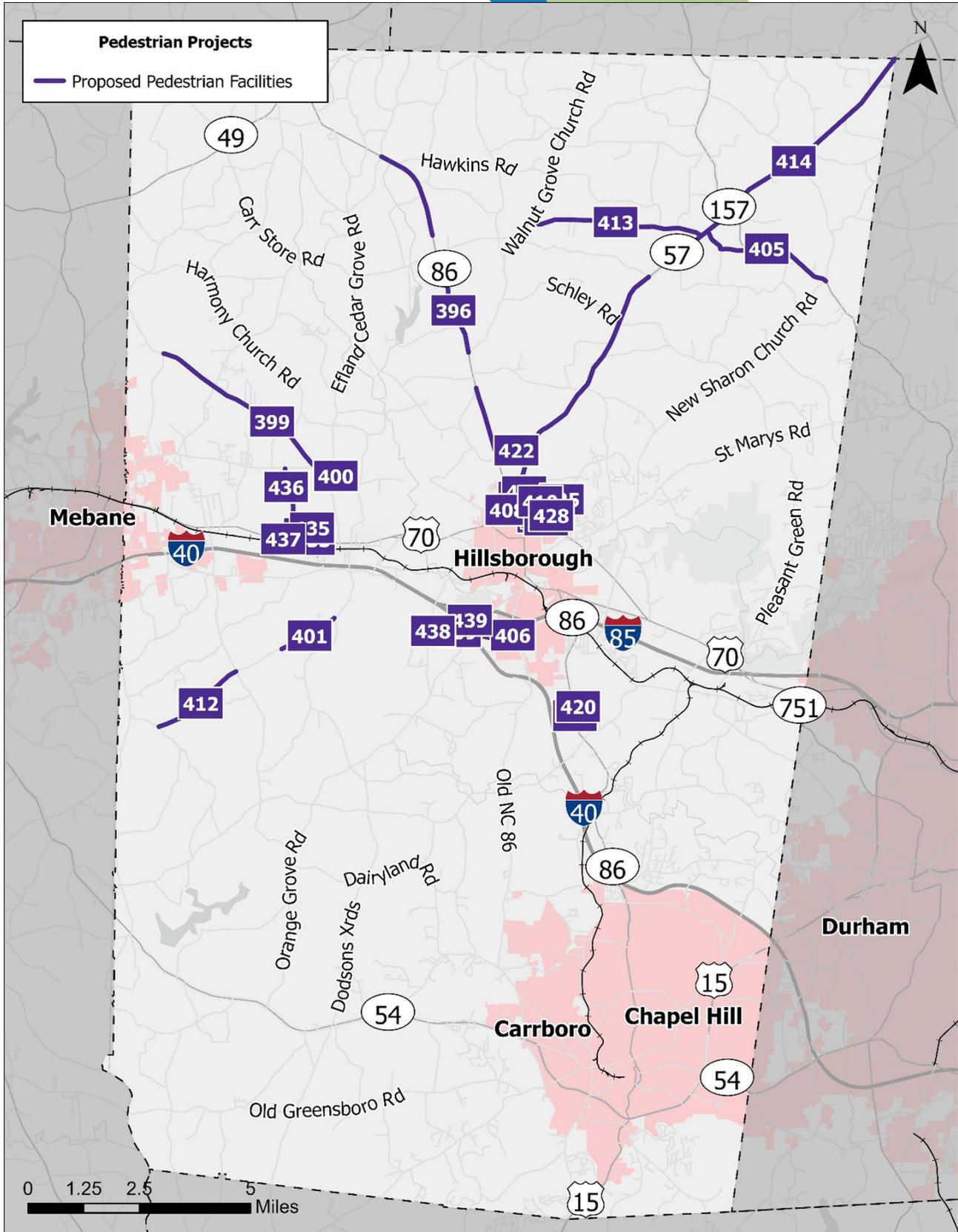


Figure 4.3: Pedestrian-only Projects

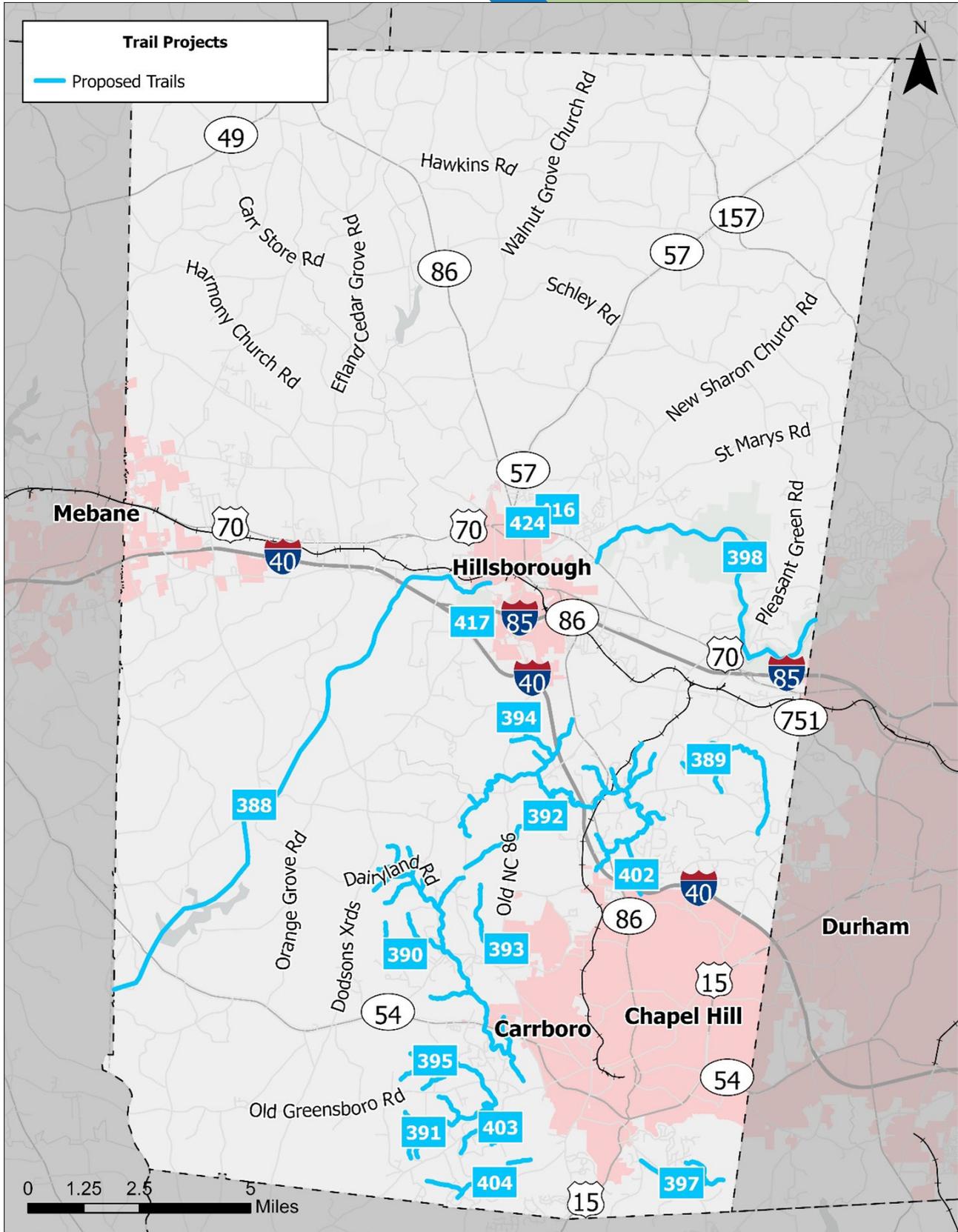


Figure 4.5: Trail Projects

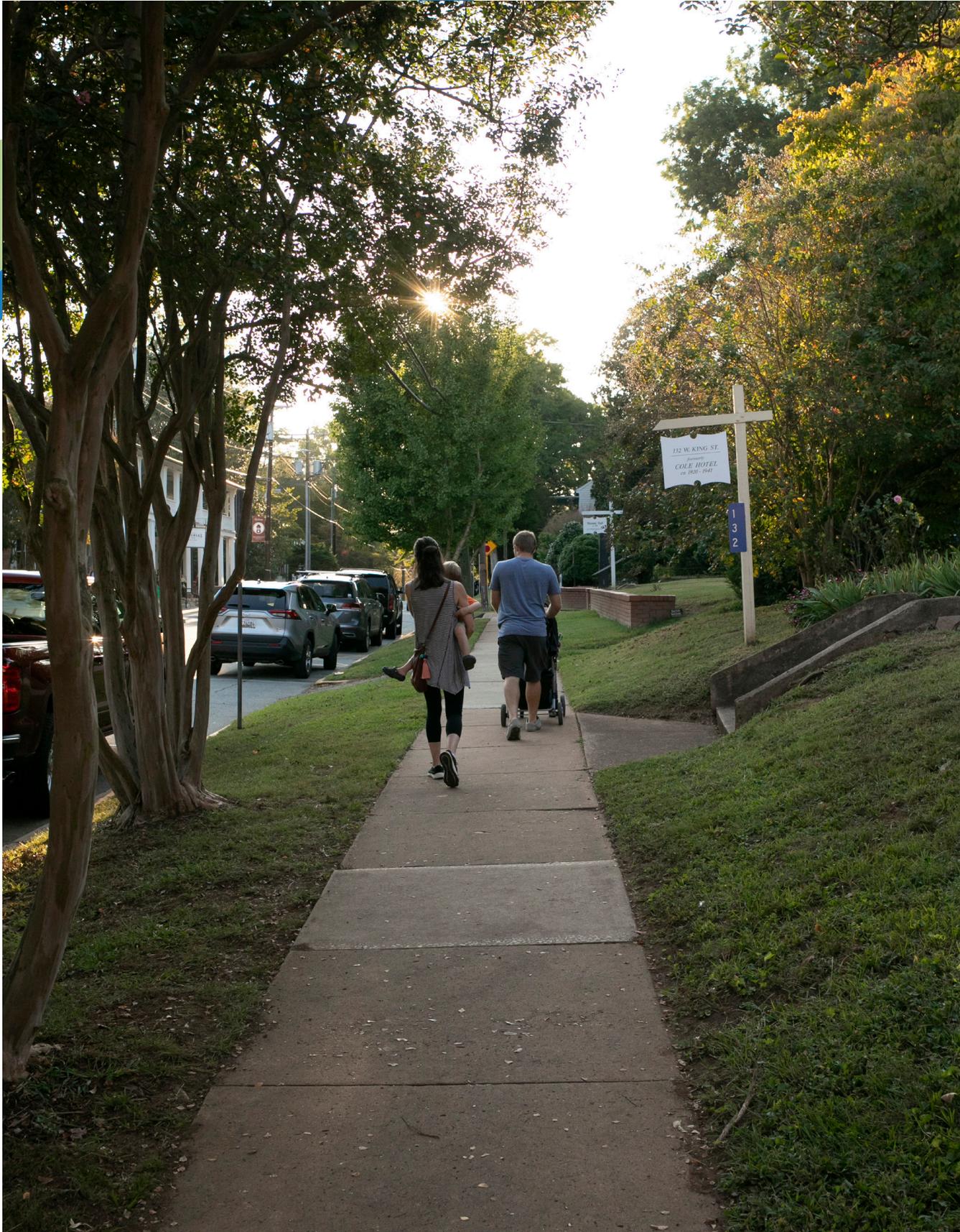


Image Credit: Chapel Hill/ Orange County Visitors Bureau

Transit and Rail

Transit and rail projects were consolidated into **23 final projects and 8 park-and-ride lot, Amtrak station, and other projects** for the OC-TMP. Out of the 23 final projects, there are **2 rural bus fixed corridors, 17 urban bus fixed corridors, 1 regional bus fixed corridor, and 3 fixed guideways**. Figure 4.6 shows the transit and rail projects. An enlarged version of the map and the projects table can be found in **Appendix IV**.



Image Credit: Orange County Transportation Services

Policy Recommendations

Our team reviewed goals, objectives, and policies from the included plans to identify common transportation desires for Orange County. **330 policies were identified** relating to roadway, multi-modal, transit, freight, land use, and other development. **Appendix V** lists the policies broken down by category. Examining these policies, **13 overarching goals** were identified. **Table 4.1** lists the overarching transportation goals and objectives.

Goals	Objectives
Protect Human and Natural Environment and minimize Climate Change	<ul style="list-style-type: none"> • Reduce emissions, GHG, and energy consumption. • Reduce negative impacts on natural and cultural environment.
Connect people and places	<ul style="list-style-type: none"> • Connect people to jobs, education and other important destinations using all modes. • Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities).
Promote and Expand Multimodal & Affordable Choices	<ul style="list-style-type: none"> • Enhance transit services, amenities and facilities. • Improve bicycle and pedestrian facilities. • Increase utilization of affordable non-auto travel modes
Manage Congestion & System Reliability	<ul style="list-style-type: none"> • Allow people and goods to move with minimal congestion, time delay, and greater reliability. • Promote Travel Demand Management (TDM, such as carpool, vanpool and park-and-ride). • Enhance Intelligent Transportation Systems (ITS, such as ramp metering, dynamic signal phasing and vehicle detection systems).
Improve Infrastructure Condition & Resilience	<ul style="list-style-type: none"> • Increase proportion of highways and highway assets in ‘Good’ condition. • Maintain transit vehicles, facilities and amenities in the best operating condition. • Improve the condition of bicycle and pedestrian facilities and amenities. • Promote resilience planning and practices. • Support autonomous, connected, and electric vehicles.
Ensure Equity & Participation	<ul style="list-style-type: none"> • Ensure that transportation investments do not create disproportionate negative impacts for any community, especially communities of concern. • Promote equitable public participation among all communities, especially among communities of concern.
Promote Safety, Health and Well-Being	<ul style="list-style-type: none"> • Increase safety of travelers and residents. • Promote public health through transportation choices.
Stimulate Economic Vitality and Opportunity	<ul style="list-style-type: none"> • Improve freight movement. • Coordinate land use and transportation. • Target funding to the most cost-effective solutions. Improve project delivery for all modes.

Table 4.1: Goals and Objectives

Goals	Objectives
<p>Provide a safe, secure, comprehensive, and effective transportation system to move people and goods within and through the area</p>	<p>Enhance mobility and accessibility and manage congestion across the transportation system and across modes of transportation. Support projects, programs, and policies that advance safe and secure travel for all transportation system users. Plan and support a freight transportation system that allows for the efficient movement of goods. Improve resiliency and reliability of the transportation system through increasing roadway network connectivity and supporting multiple route options.</p>
<p>Provide a transportation system that enables mobility choices</p>	<p>Integrate walking and bicycling with vehicular travel and encourage the use of walking and bicycling. Develop an integrated public transportation system that supports multimodal transportation options. Maximize rail and air transportation opportunities (no changes). Support transportation demand management strategies including park and ride lots, carpooling and vanpooling throughout the region. Support better coordination and integration of existing transit services in Alamance County</p>
<p>Seek to optimize the existing transportation system</p>	<p>Prioritize maintaining existing assets before exploring system expansion options. Utilize existing transportation capacity through targeted economic redevelopment in areas with sufficient infrastructure.</p>
<p>Promote equity and accessibility in transportation options for transportation-disadvantaged populations</p>	<p>Improve opportunities to serve transportation-disadvantaged populations with convenient transportation to needed services and desired travel destinations. Provide meaningful opportunities for public involvement in the transportation planning process. Use inclusive design to make the system work for all users</p>
<p>Integrate land use and transportation planning</p>	<p>Support land use planning strategies that facilitate efficient transportation system use and development Align the transportation infrastructure investment with community vision of future growth. Encourage density and destination clustering which will increase accessibility and multimodal transportation options. Support areas designated for additional economic development potential under programs such as Opportunity Zones and North Carolina Industrial Commission Certified Sites through transportation infrastructure investments.</p>

Table 4.1 (Continued): Goals and Objectives



05

Public Engagement

In April 2024, the Orange County Transportation Multimodal Plan (TMP) study team lead a public engagement campaign to gather community input on multimodal improvements. The team used various methods of outreach to inform residents and stakeholders about the plan and encourage participation in the study survey – the primary tool for collecting public feedback. Two public open house meetings allowed the community to review multimodal improvements, engage one-on-one with study team members, and provide feedback in person. This document outlines the public engagement tactics used and summarizes public input received from the study survey. A full copy of the Public Engagement Report can be found in **Appendix VI**.

Promotional Materials & Outreach

The study team utilized a variety of promotional tools and outreach strategies to inform the public about the study, promote the survey, and garner participation for public meetings. Both print and digital means were necessary to promote the study to the public who use the corridor frequently and to the public who may receive information mostly from digital sources. These tools included a study specific webpage, social media, an e-blast, and a press release. A copy of the promotional materials can be found in Appendix A of the Public Engagement Report.

Public Open House Meeting

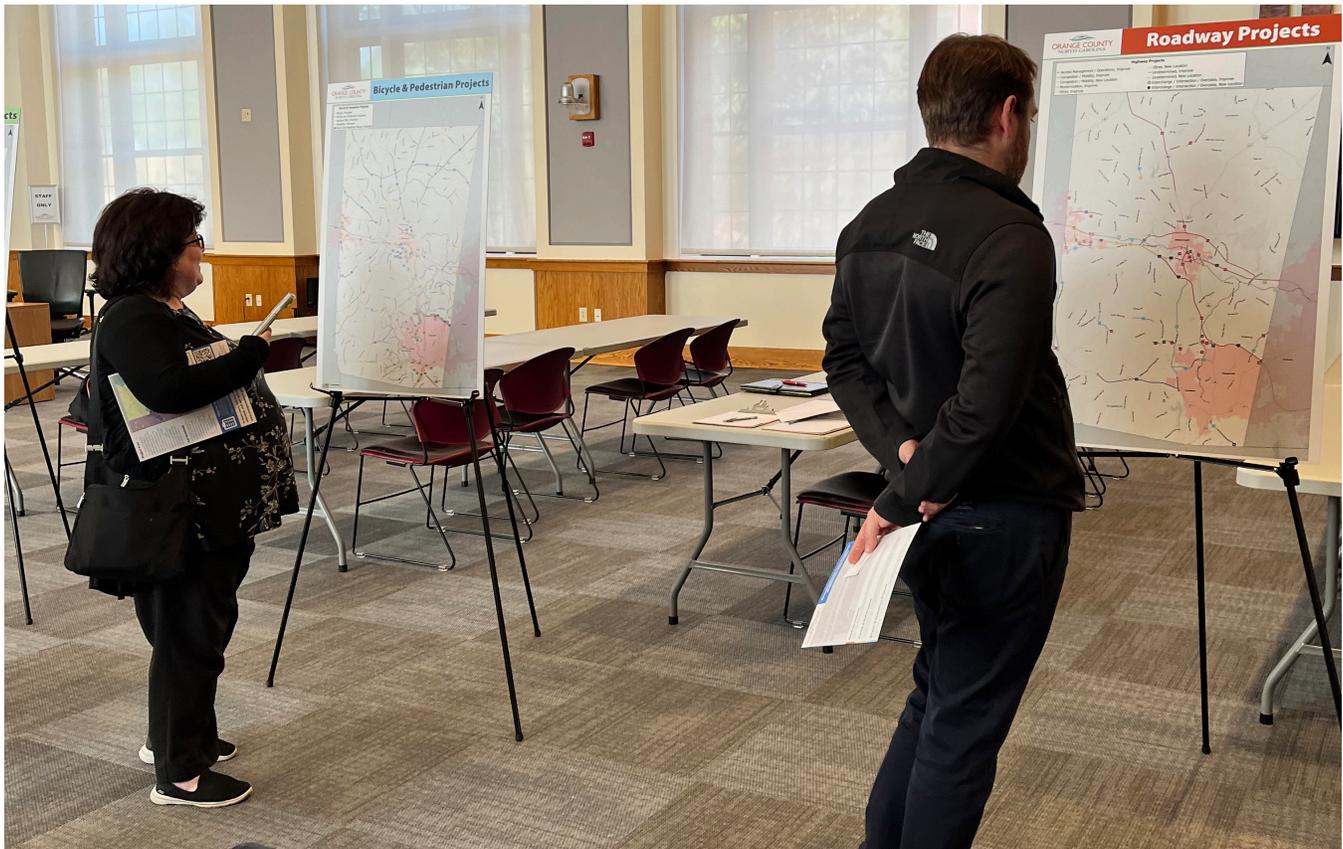


Figure 5.1: Residents reviewing recommendation maps

Public meetings were a key component of the engagement plan. Orange County held two open house style workshops, the first on Tuesday, April 23 at Whitted Building in Hillsborough, and the second on Thursday, April 25 at Southern Human Services Building in Hillsborough. Members of the community were invited to stop by and view display boards that presented the multimodal improvements and speak with study team members who were available to explain the plans, answer questions, and collect public input. The open house format of these meetings allowed participants to review the information at their own pace. When they arrived, attendees were asked to sign in, provide their contact information, and were encouraged to take the online study survey. Four participants attended the first meeting, and two attended the second. There were five display boards exhibited at each public meeting; the boards are shown in **Appendix VI**.

Survey Results & Public Input

The online survey was the primary tool for collecting feedback on community priorities and goals about multimodal improvements. The survey period ran from April 9 to May 3, 2024. The survey included four sections: prioritization of all transportation modes, questions about specific modes, a section for open comment, and optional demographic questions. The survey captured 101 participants and 48 open comments.

Prioritization of All Transportation Modes

The survey’s first section asked participants how they would allocate funding to highway, bicycle and pedestrian, and transit and rail improvement projects if they had \$100 to spend. Participants were able to distribute the sum however they chose among the three categories of multimodal improvements. 99 participants completed this activity.

- Bicycle and pedestrian improvements received the most hypothetical funding with \$3,717.
- Transit and rail improvements received the second most at \$3,550.
- Roadway improvements received the least at \$2,633.

Questions About Specific Modes

The second section of the survey sought to understand what the community’s top priorities are within each of the three categories of transportation improvement projects. Participants were asked to select their top priorities in each category from a list of proposed improvements.

Open Comment

The third section asked participants to share any other comments or questions about how projects should be prioritized. There were 48 written comments submitted. Responses were assigned themes based on what the comment focused on, with six main theme groups identified. Most comments were assigned to multiple theme groups. The comments can be read in **Appendix VI**.

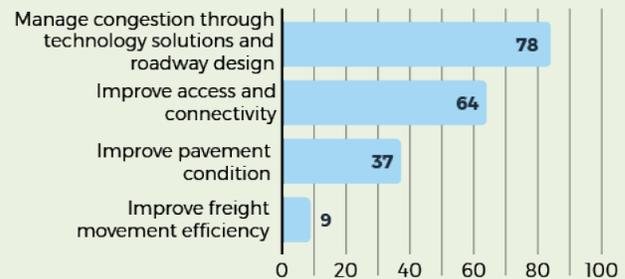


Figure 5.2: Roadway improvements priorities

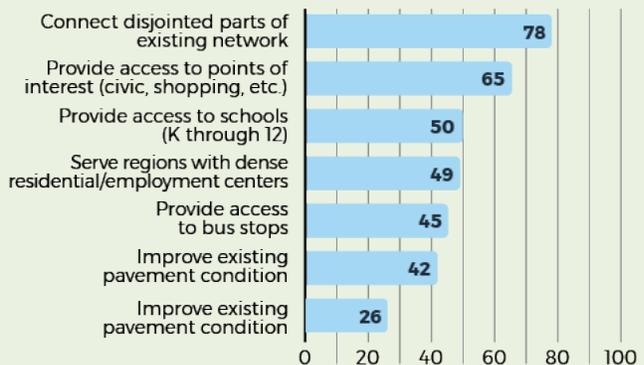


Figure 5.3: Bicycle and pedestrian improvement priorities

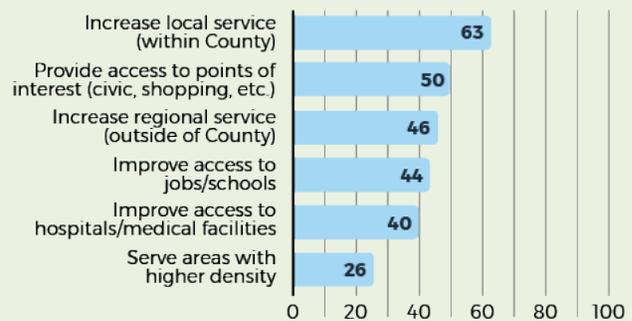


Figure 5.4: Transit improvements priorities

Bicycle & Pedestrian: Comments that mention bicycle and/or pedestrian paths and facilities. Most comments specify a need for improved or additional bicycle and pedestrian paths, with a majority emphasizing safety as a top priority. Responses in this category identified a need for connecting disjointed parts of the existing bicycle/pedestrian network and improving access to points of interest, particularly in under-served areas. Two comments opposed bicycle lanes in rural areas and busier country access roads.

Transit: Comments mentioning transit-related improvements such as expanded bus routes and stops, enhanced local and regional transit connectivity, and a desire for new modes of transportation like light rail, bus rapid transit (BRT), and rideshare. Three comments opposed transit. Two commenters suggested that buses and trains are not a worthwhile investment for the county due to low ridership, and one declared that they didn't want a bus line in their neighborhood.

Roadway Improvements: Statements pertaining to roadway design and traffic management. An example is "Widen two lane roads that have become major commuting arteries. Housing developments continue to be established with no corresponding improvements in local, two-lane roads." One comment opposed any new road capacity.

Local Connectivity: Comments that support bolstering and expanding the transportation network within Orange County. Central themes in this category highlight a communal desire for safer bicycle and pedestrian paths, new sidewalks, and expanded service routes for public transit, with a focus on connecting people to points of interest, schools and jobs, and linking disjointed parts of the network.

Regional Connectivity: Comments that support expansion of regional transit services to areas outside of Orange County. All comments in this category include interest in transit that connects Orange County to the Research Triangle, with several also showing interest in connectivity with adjacent counties, such as Chatham County.

Accessibility: Comments mentioning a need for improved accessibility for seniors and people with disabilities. An example of such is "You should be making it easier for seniors and disabled to access necessary services."



Image Credit: Chapel Hill/ Orange County Visitors Bureau



06

Prioritization

Map data was collected for the project recommendations from the included plans and studies. A thorough analysis of these projects revealed that, in addition to several duplicate projects, there were also significant overlaps between some projects. Additionally, there were some projects that with minimal changes to their extents, could lead to a more complete network. This analysis also revealed that some projects, while not located entirely within a municipal boundary, would still fall under the jurisdiction of the municipality. These projects were identified and removed from the list.

Methodology

Step 1 – Combining the weightages obtained through the surveys.

In this step, we combined - in equal proportion - the scores of the answers provided by the public, the CTT and the County staff. This method was used to determine the relative weightage to be apportioned to the corresponding parameters while calculating the prioritization scores for the projects, and the relative importance to be given to each of the three modes. Detailed calculation of these weights and method of normalization is explained in Appendix VII.

Table 6.1: Weightages for each input

Input	Public	CTT	Orange County	Combined
Roadway Improvements	0.27	0.17	0.25	0.23
Bicycle and Pedestrian Improvements	0.38	0.50	0.5	0.46
Transit and Rail Improvements	0.36	0.33	0.25	0.31
Roadway improvements priorities				
Improve access and connectivity	0.33	0.40	0.5	0.41
Manage congestion through technology solutions and roadway design	0.43	0.50	0.5	0.48
Improvement freight movement efficiency	0.05	0.10	0	0.05
Improve pavement condition	0.19	0	0	0.06
Bicycle and pedestrian improvements priorities				
Serve regions with dense residential and employment centers	0.14	0.2	0	0.11
Provide access to schools (K through 12)	0.14	0.2	0.25	0.20
Provide access to points of interest (Civic, shopping, medical)	0.18	0.25	0.25	0.23
Increase access to recreational spaces	0.12	0.1	0	0.07
Provide access to bus stops	0.13	0.15	0.25	0.18
Connect disjointed parts of existing network	0.22	0.1	0	0.11
Improve Existing Pavement Condition	0.07	0	0.25	0.11

Input	Public	CTT	Orange County	Combined
Transit improvements priorities				
Increase local service (within County)	0.23	0.2	0.33	0.26
Increase regional service (outside of County)	0.17	0.2	0	0.12
Serve areas with higher density	0.10	0.2	0.33	0.21
Improve access to jobs/schools	0.16	0.13	0.33	0.21
Improve access to points of interest (Civic, shopping, recreation)	0.19	0.27	0	0.15
Improve access to hospitals / medical facilities	0.15	0	0	0.05
Other Considerations				
Environmental Justice considerations	-	0.2	0.33	0.27
Safety considerations	-	0.33	0.33	0.33
Cost considerations	-	0.2	0	0.10
Environmental considerations	-	0	0	0.00
Multimodal considerations (esp. for roadway projects)	-	0.266	0.33	0.30

Step 2 – Separation of projects based on types.

The projects in the TMP were separated into five categories. Each category, based on their characteristics, contained different parameters to calculate their prioritization score.

Categories:

- 1** Roadway
New Location and Widening
- 2** Roadway
Modernization and Intersection Improvement
- 3** Bicycle and Pedestrian
New Location
- 4** Bicycle and Pedestrian
Bridge
- 5** Transit
New Route

Step 3 – Finalizing the parameter weightage for each project type.

In this step, the parameter weightage for each type of project was determined through a combination of survey results, available data, and relevance to the list of projects. The next set of charts show the relative weights of the parameters for each project type.

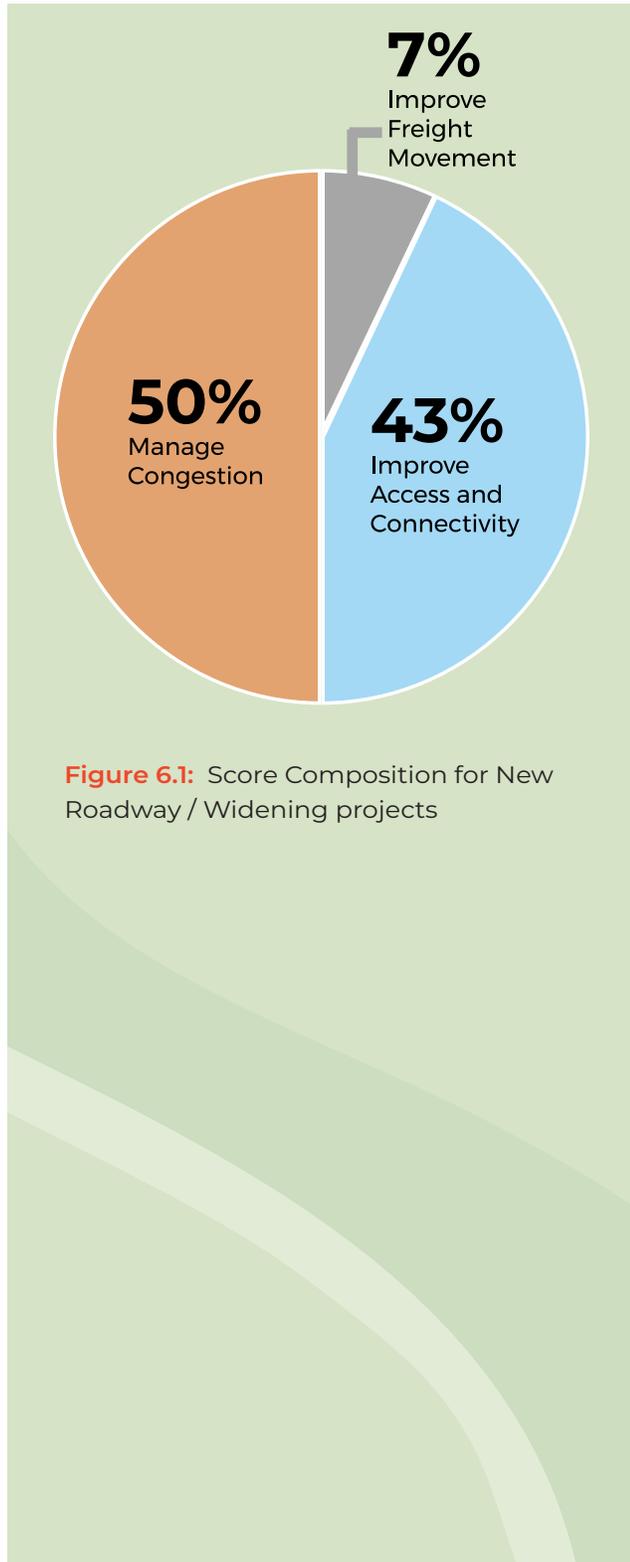


Figure 6.1: Score Composition for New Roadway / Widening projects

The new location and widening projects were evaluated using the Travel Demand Model. This allowed for the comparison of base year and future year volumes.

The list of projects in the TMP are primarily capital projects. Hence, the survey scores pertaining to ‘improve pavement condition’ were eliminated and equally distributed amongst the other parameters.

For new roadways, there were no base year volumes. In order to calculate the measures, the outputs for build volumes and build V/C ratios were separately normalized. These values were then used for the change in volume and change in V/C scores and merged back with the rest of the list.

Parameter	Measure
Improve Access and Connectivity	Change in Volume / Change in Capacity
Manage Congestion	Relative change in Volume to Capacity ratios (V/C)
Improve Freight Movement	Change in Truck Volumes

Table 6.2: Parameters for New Roadway / Widening Projects

The intersection and modernization projects cannot be evaluated using the travel demand model. For that reason, their evaluation was based on base year metrics. Higher weight was given to the ‘freight movement’ parameter than its share in survey results because improvement projects have a higher impact on freight traffic and a lower impact on access and congestion than widening projects.

Parameter	Measure
Improve Access and Connectivity	Average volume at the location (base year)
Manage Congestion	Average Volume to Capacity Ratio at the location
Improve Freight Movement	Average Truck volume at the location (base year)

Table 6.3: Parameters for Modernization and Intersection Projects

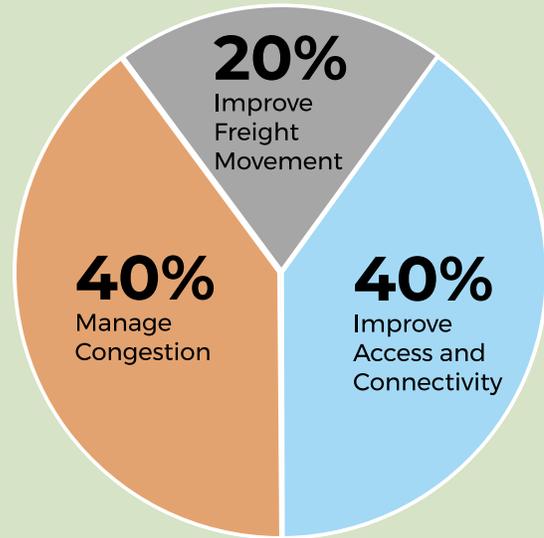


Figure 6.2: Score composition for roadway modernization and intersection improvement projects

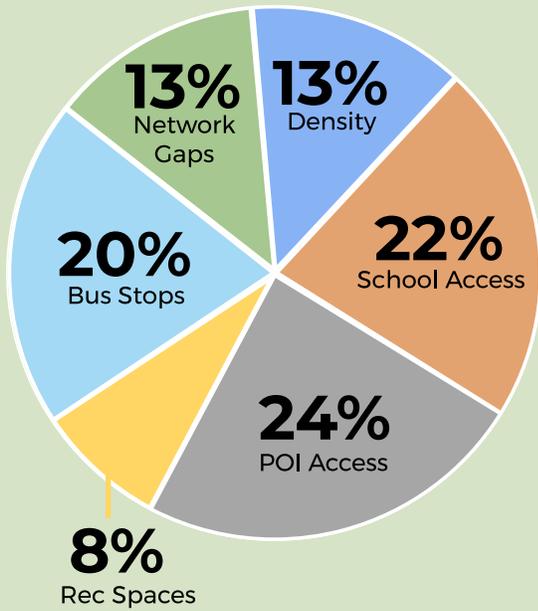


Figure 6.3: Score composition for bicycle and pedestrian projects

Similar to roadway projects, the list of bicycle and pedestrian projects in the TMP are primarily capital projects. Hence, the survey scores pertaining to ‘improve pavement condition’ were eliminated and proportionally distributed amongst the other parameters. In addition, for projects longer than 1 mile, the measures will be calculated on a ‘per mile’ basis.

Parameter	Measure
Density	Population and Employment within ½ mile
School Access	Number of schools within ½ mile
Points of Interest (POI) Access	Number of civic, commercial, community, cultural, institutional, retail, and religious points within ½ mile
Recreational Spaces Access	Number of Parks within ½ mile
Access to Bus Stops	Number of Bus stops within ½ mile
Network Gaps	Ratio of walk distance between the endpoints of the project before and after the build (for projects less than 1 mile)

Table 6.4: Parameters for Bicycle and Pedestrian Projects

For bicycle and pedestrian bridge projects, the only pertinent qualifiers were density and network gaps. These metrics were combined in equal parts to calculate the score of these projects. After several rounds of project revisions, only one bicycle and pedestrian bridge project remained. As such, this project could not be normalized against other projects and is not included in the prioritization list. However, the methodology described in this chapter is still applicable for future projects.

Parameter	Measure
Network Gaps	Difference between build and no-build walk distance
Density	Population and Employment within ½ mile

Table 6.5: Parameters for Bicycle and Pedestrian Bridge Projects

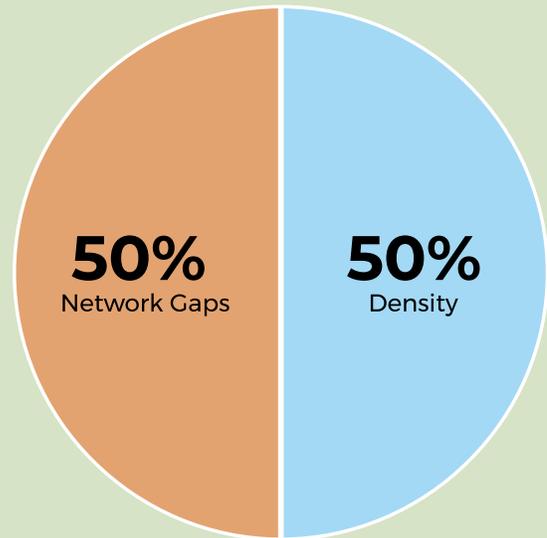


Figure 6.4: Score composition for bicycle and pedestrian bridge projects

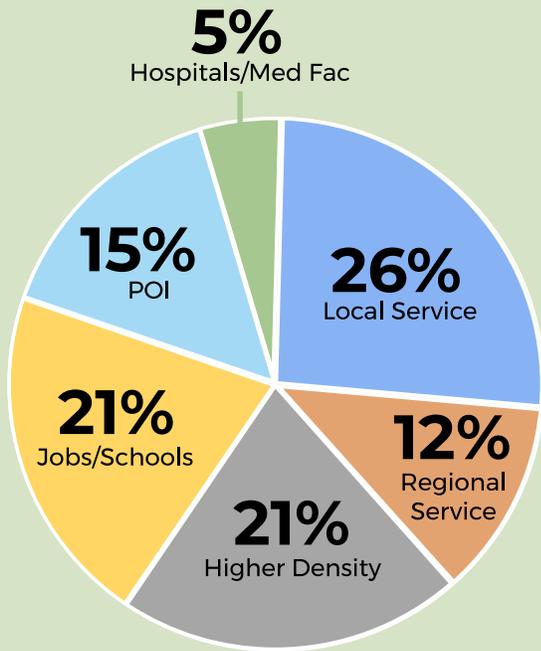


Figure 6.5: Score composition for transit projects

Transit scores were focused on route-based projects. This was because the variation between the point-based projects was too high to be able to develop a consistent scoring mechanism for all of them. The parameters for transit routes included local and regional service, access to jobs, schools, points of interest and hospitals, and population density within half mile of the route. For projects longer than 1 mile, the measures were calculated on a ‘per mile’ basis.

Parameter	Measure
Increase local service	Percentage of project within the county
Increase regional service	Percentage of project outside the county
Jobs and School Access	Number of places and employment and schools within ½ mile
Points of Interest (POI) Access	Number of civic, commercial, community, cultural, institutional, retail, and religious points within ½ mile
Density	Population within ½ mile
Access to Hospitals	Number of medical facilities within ½ mile

Table 6.6: Parameters for Transit Projects

In addition to the mode specific parameters, the projects were scored based on four other factors in different proportions based on the mode. The type and proportion of these parameters are mentioned in **Table 6.7**. The survey weights were adjusted based on whether a category is applicable to a mode or not. Detailed descriptions of these factors are included in **Appendix VII**.

	Survey	Bike-Ped		Transit		Roadway	
Category	Weight	Weight	Parameter	Weight	Parameter	Weight	Parameter
Environmental Justice	27%	38%	TDI	73%	TDI	27%	Negative TDI
Safety	33%	48%	Bike Ped Crash Severity	-	-	33%	Section Safety Score
Cost (inverse rank)	10%	14%	Construction & ROW Cost	27%	Capital cost	10%	Construction & ROW Cost
Multimodal consideration	30%	-	-	-	-	30%	Bike Ped considerations

Table 6.7: Other factors used in calculating scores for all modes

Step 4 – Collecting, cleaning, and organizing the data.

The calculation of the aforementioned parameters required comprehensive data identification, collection, cleaning, and organizing.

The primary dataset used to calculate most roadway-related parameter scores was developed using the Triangle Regional Model 2nd Generation Version 1.3.1 (TRMG2 V1.3.1). In order to get an accurate impact of building a project, the ideal approach is to compare the model results without that project (no-build) and the results with that project (build). Doing this for every project in the TMP list was extremely time consuming, and the key purpose of this prioritization undertaking was to reduce the level of effort required to develop the prioritized list of projects.

As a result, it was decided that the roadway network within Orange County as it existed in 2020 (plus I-885 in Durham County) would be considered as the no-build network, and the build network will include all roadway network enhancements planned in the official model and additional projects from the TMP (that are not in the official model). Note that outside Orange County boundaries, the official future year network was left unchanged for both build and no-build networks. This was done to isolate the impacts of projects only within Orange County, keeping the rest of the region constant.

Table 6.8: TRMG2 Modifications

TRMG2 modifications	Socio-economic Data	Network within Orange County	Network Outside Orange County
No Build Network	2050	2020 Base year network	2050 Future year network
Build Network	2050	2050 FY Network + Additional Orange County Projects	2050 Future year Network Projects

In addition to the TRMG2 data, the other datasets used to calculate project scores are shown in Table 6.9.

Table 6.9: TRMG2 Modifications

No.	Dataset	Purpose	Source
1	Transportation Disadvantage Index	To determine the areas where transportation disadvantaged populations are concentrated. Positive scores for bike ped and transit, negative for roadways	NCDOT Environmental Justice / Transportation Disadvantage Index Tool
2	TRMG2	1. Current (2020) and future (2050) population and employment 2. 2020 network volumes and V/C ratios 3. 2050 no-build and build volumes and V/C ratios	TRMG2 V1.3.1
3	Section Safety Score	NCDOT-generated safety score for all state-maintained roads.	NCDOT Section Safety Score
4	Bike-ped crashes	Number, location and crash severity of all bicycle and pedestrian crashes in the county.	NCDOT Bicyclist and Pedestrian Crash Map
5	Parcels	Tax parcels within Orange County to estimate the right-of-way impact of the projects which feeds into the cost calculation	NC One Map
6	NC Route Characteristics	Existing right-of-way of the roadways maintained by NCDOT. This is used to estimate the cost impact of roadway widening projects.	NCDOT GIS Data Layers
7	Points of Interest	Addresses with civic, commercial, community, cultural, institutional, retail, and religious classifications	Orange County Addresses
8	Schools	Public, charter, and private grade schools	NC One Map

No.	Dataset	Purpose	Source
9	Post Secondary Schools	Colleges and universities	NC One Map
10	Parks	County and city-owned parks. This is used to calculate access to recreational spaces.	USGS Protected Areas Database
11	Bus Stops	Chapel Hill Transit, Go Durham, Go Triangle, and Orange County Transit bus stops	Chapel Hill Transit, Go Durham, Go Triangle, and Orange County Transit
12	Existing Bicycle and Pedestrian network	Existing bicycle, pedestrian, and shared use facilities, including sidewalks, bicycle lanes, paved shoulders, shared markings, shared use paths, and sidepaths. This is used to calculate network gaps for bicycle and pedestrian projects.	NCDOT Pedestrian and Bicycle Infrastructure Network
13	Floodplains	100-Year flood zones. This is used to estimate the length of bridges for roadway projects.	NC Floodplain Mapping Program
14	Healthcare Facilities	Medical and healthcare facilities including health clinics, dental offices, doctor offices, hospitals, mental health offices, pharmacies, and physical therapists.	Data Axle Business Data

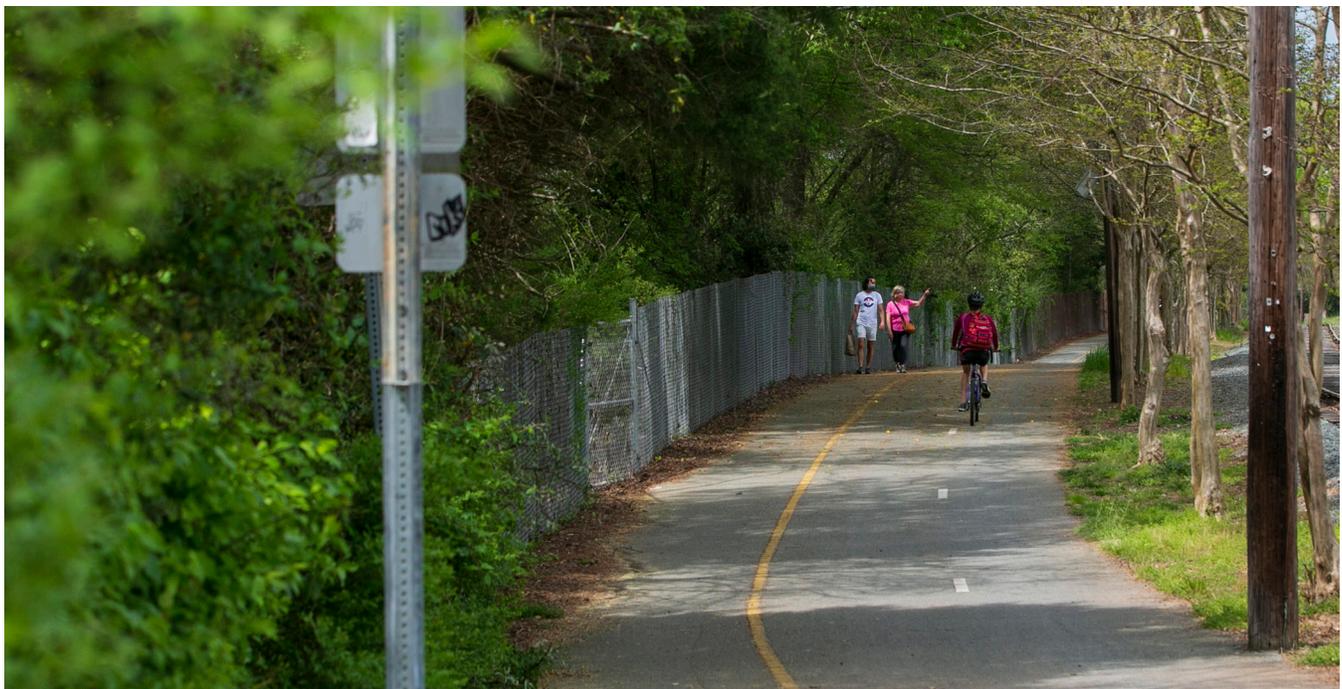


Image Credit: Chapel Hill/ Orange County Visitors Bureau

Step 5 – Calculating the metrics.

ArcGIS Pro was utilized to calculate the metrics for each parameter of each project in the TMP. ModelBuilder was used to develop geoprocessing workflows to calculate the metrics for the different measures determined in the previous steps. After calculating the metrics in ArcGIS Pro, they were processed in Excel to calculate their final scores. This section gives an overview of the steps and processes used to develop the geoprocessing workflows. A detailed explanation of the tools used in the ModelBuilder workflows are available in Appendix VII.

Average Transportation Disadvantaged Index (TDI) scores were calculated for all projects in the TMP for the Environmental Justice parameter. Figure 6.6 illustrates the workflow used to determine average TDI scores. TDI scores are available at the census block group level. Once average TDI scores were determined, they were normalized. Normalization was performed by subtracting each average TDI score from the lowest TDI score within the project type and then dividing the result by the highest of the minimum TDI score.

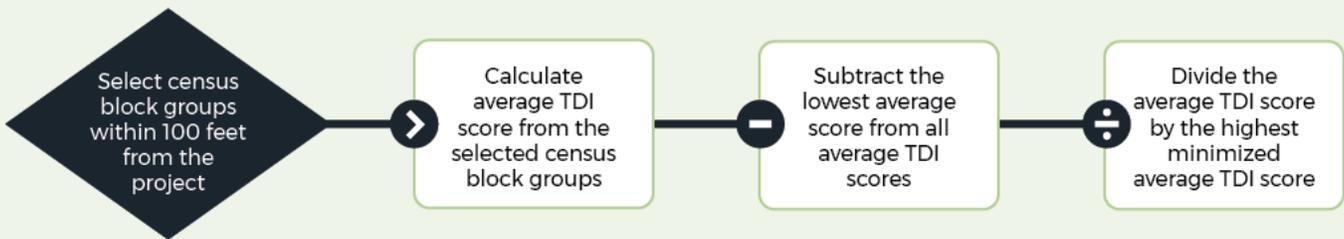


Figure 6.6: Average TDI score Workflow

Average volume, capacity, volume over capacity (V/C) ratio, and truck volume were calculated for new location, widening, and modernization roadway projects. These metrics were used to satisfy the Improve Access and Connectivity, Manage Congestion, and Improve freight Movement parameters. New location and widening projects calculated averages from both the no-build and build networks, while modernization projects calculated averages only from the no-build network. Figure 6.7 illustrates the workflow to determine average volume,

capacity, V/C ratio, and truck volume. Road segments from the TRM located completely within the buffer were selected to ensure that the correct road segments were captured, even if the TRM roadway links are not perfectly aligned with the roadway project in the project shapefile. Since new location and widening projects generated averages from the no-build and build networks, the relative change for each metric were also calculated. Calculations that are specific to new location and widening projects are highlighted in light blue.

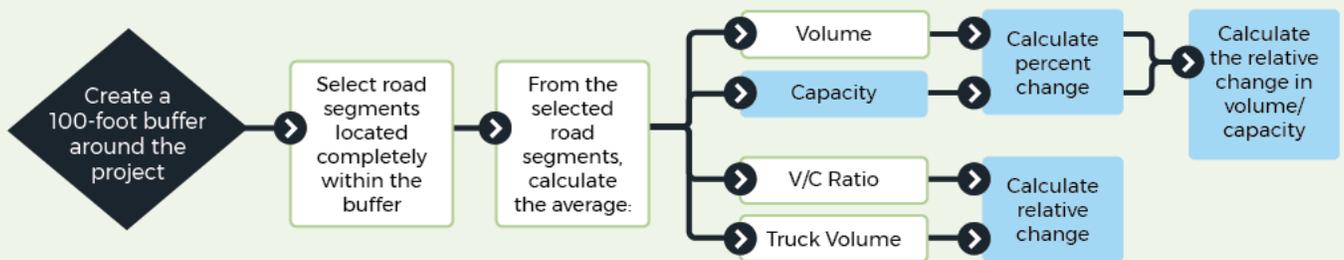


Figure 6.7: Average Volume, Capacity, V/C ratio, and Truck Volume Workflow

Average section safety scores were calculated for all roadway projects for the Safety parameter. Figure 6.8 illustrates the workflow used to determine the average section safety score. The severity scores of the selected road segments were averaged out to determine a section safety score.



Figure 6.8: Average Section Safety Score Workflow

Multimodal connection along roadway projects was used as a metric for the Multimodal parameter. Table 6.10 lists the coefficient based on the connection available. Current infrastructure and bicycle and pedestrian TMP projects were considered when determining multimodal connection. If 50% of the roadway project was adjacent to a multimodal connection it either received a score of 1 or 2; projects with less than 50% received a score of 0.

Coefficient	If more than 50% of roadway project has multimodal connection:
0	No bicycle or pedestrian connection
1	A bicycle or pedestrian connection
2	Bicycle and pedestrian connection

Table 6.10: Multimodal Connection Coefficients

Parcels that may become potential right-of-way were identified for all TMP project minus roadway modernization and improvement and bicycle and pedestrian bridge projects. The number of parcels impacted is a metric factored in the Cost parameter. Figure 6.9 illustrates the workflow used to determine the number of parcels impacted per project.

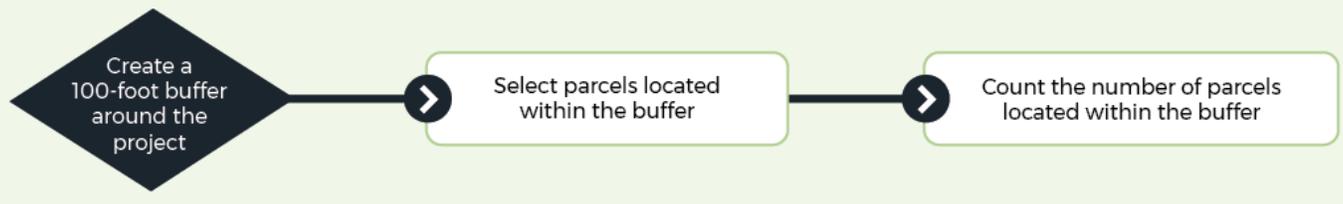


Figure 6.9: Parcels Impacted Workflow

All TMP projects, apart from roadway intersections and transit, were analyzed to assess whether they would cross a floodplain and require construction of a bridge. The area of a potential bridge is a metric for the Cost parameter. Figure 6.10 illustrates the workflow used to determine the area of a potential bridge. For roadway projects, the width of the bridge is designated by the cross section minimum right-of-way; bicycle and pedestrian project width was determined by the project’s width, as noted in the blue cell.

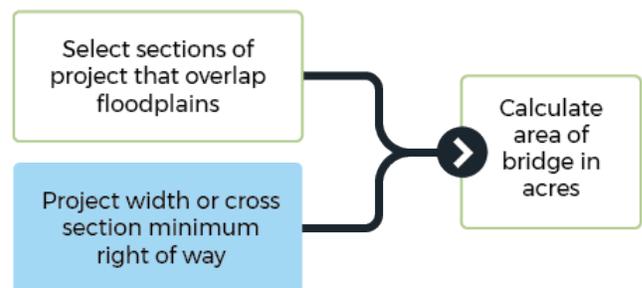


Figure 6.10: Bridge Area Workflow

The new ground area was calculated for all TMP project except for roadway intersections, bicycle and pedestrian bridges, and transit. New ground area is a metric for the Cost parameter used to determine additional right-of-way needed.

Figure 6.11 illustrates the workflow used to calculate a project’s new ground area. Predefined values are illustrated in blue cells, while bridge length, located in a yellow cell, was determined in the bridge area workflow.

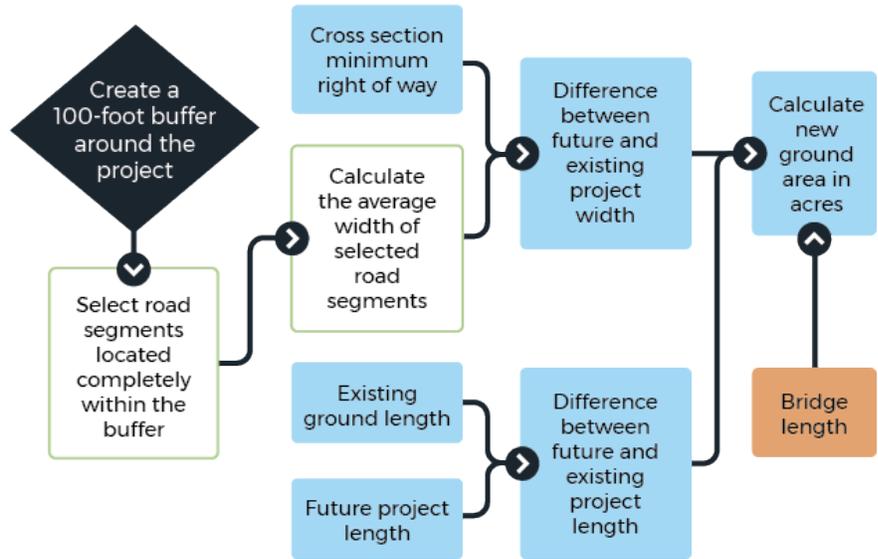


Figure 6.11: New Ground Area Workflow

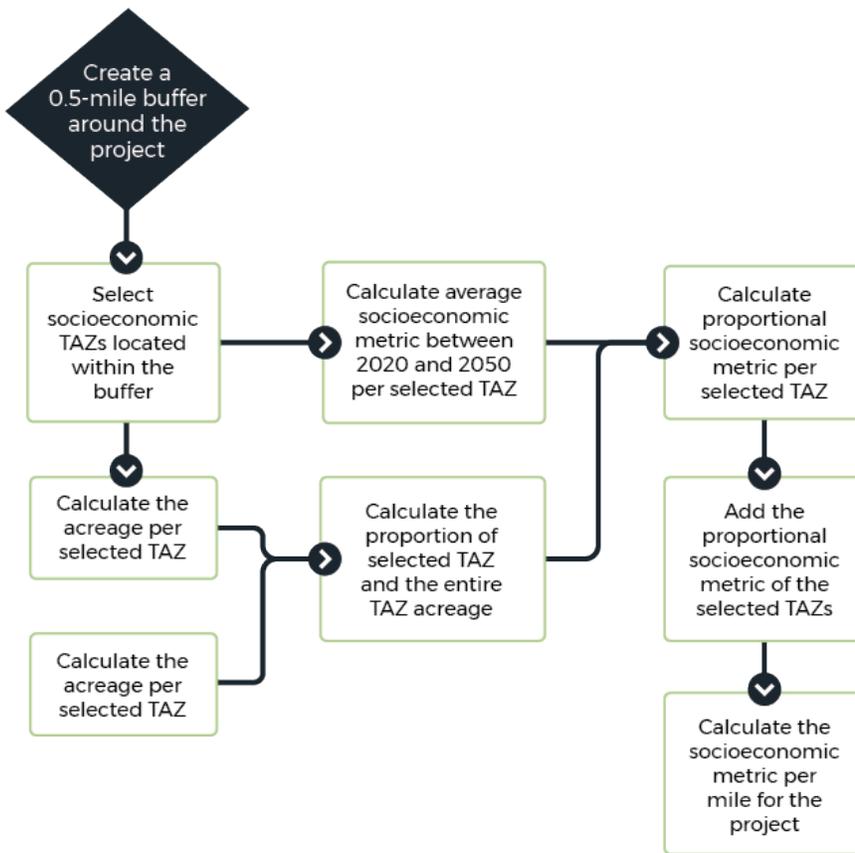


Figure 6.12: Average Population and Employment Workflow

Figure 6.12 illustrates the workflow used to determine either socioeconomic metric – population or employment. Average population and employment that surrounds the bicycle and pedestrian and transit TMP projects was calculated.

Average population and employment are metrics that satisfy the Density parameter. Population and employment data was sourced from the TRMG2 model and is calculated at traffic analysis zone (TAZ) unit level.

Amenities located on or near bicycle and pedestrian and transit projects were identified to assess a project’s accessibility to various services and facilities. Figure 6.13 lists the types of services and facilities identified, along with the TMP project types for which they were identified. Figure 6.14 includes the workflow used to determine the amount of a specified amenity for each project per mile.

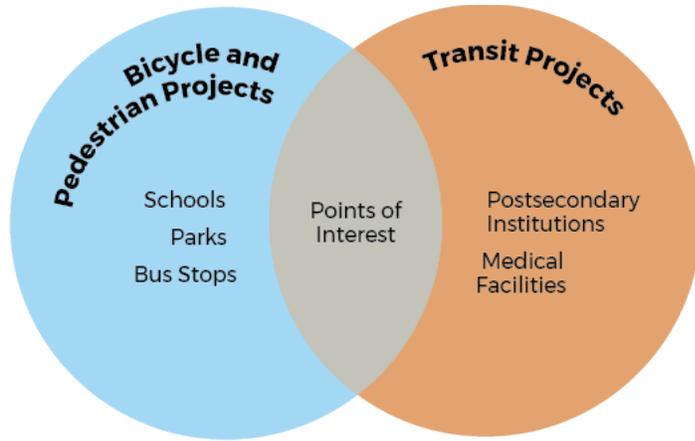


Figure 6.13: Amenities per Project Type

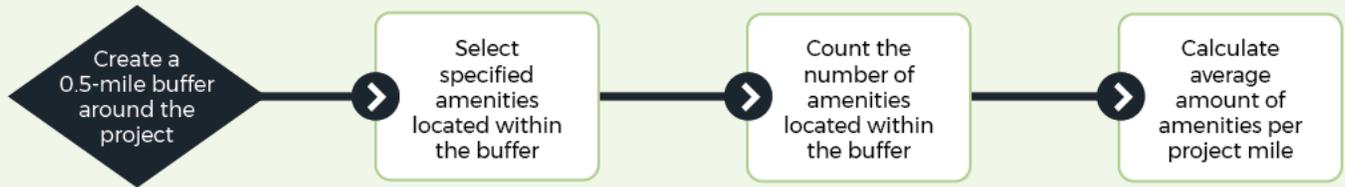


Figure 6.14: Amenities (Points of Interest) Workflow

Bicycle and pedestrian crash severity scores were calculated for all bicycle and pedestrian TMP projects and used as the metric for the Safety parameter. Figure 6.15 illustrates the workflow used to calculate the average severity score per project mile. A 500 feet buffer was used to located crash locations directly adjacent to and near bicycle and pedestrian projects.

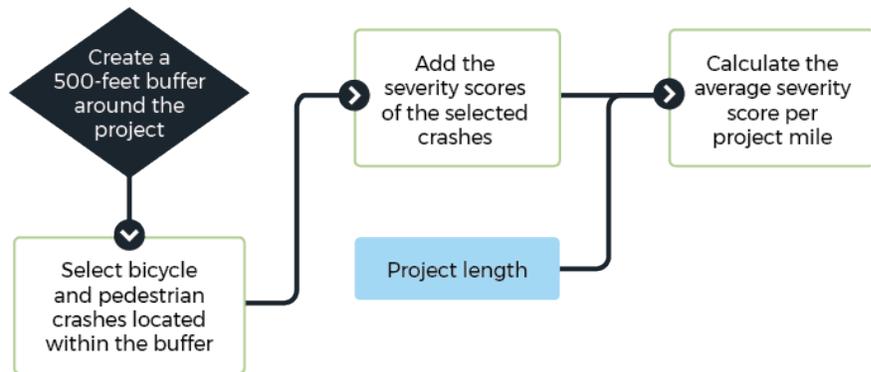


Figure 6.15: Bicycle and Pedestrian Crash Severity Score

Prioritized Table of Projects

Table 6.11: Prioritized Projects

Overall Rank	Mode Rank	Project ID	Type	Route	From	To	Mode Specific Score	Addtl. Factors Score	Total Score
1	1	BP-411	Bike Ped	Orange Grove Rd	New Grady Brown School Rd	Elfin Blvd	34%	82%	117%
2	2	BP-406	Bike Ped	Oakdale Dr	Morgan Rd to Old NC 86	Orange Grove Rd to Turner End Dr	38%	69%	107%
3	3	BP-423	Bike Ped	Holman Dr / School Rd	NC 86	School Business Garage Rd	40%	44%	83%
4	4	BP-345	Bike Ped	US 70 A	S Churton St	Morelanda Dr	59%	23%	83%
5	1	TR-810	Transit	Waterstone Dr	Old NC 86	NC 86	69%	77%	147%
6	2	TR-815	Transit	Hampton Pointe	Walmart Parking Lot	NC 86	64%	81%	145%
7	3	TR-822	Transit	I-40	Downtown Hillsborough	UNC	76%	59%	136%
8	1	Hwy-011	New Location / Widening	Lake Hogan Farms Rd	Lake Hogan Farm Rd Ext	North of Legends Way	85%	60%	145%
9	2	Int-201	Intersection	I-40/NC 86 Interchange			77%	60%	137%
10	5	BP-429	Bike Ped	Sidewalk	Orange Middle School entrance	Orange High School Rd	40%	33%	74%
11	6	BP-439	Bike Ped	Timber St	Orange Grove Rd	Termini	8%	64%	72%
12	7	BP-408	Bike Ped	Rencher St	West of NC 57	Eastern street terminus	32%	39%	72%
13	8	BP-410	Bike Ped	Orange High School Rd	Harold Latta Dr	US 70	38%	33%	71%
14	4	TR-811	Transit	Old NC 86	Davis Rd	Waterstone Dr	60%	61%	121%
15	5	TR-823	Transit	Oakwood St / US 70	Oakwood St	Mebane	28%	88%	117%
16	6	TR-808	Transit	I-40	NC 86	Orange county border	47%	48%	96%
17	3	Int-206	Intersection	Buckhorn Road/Industrial Drive			91%	40%	130%

Overall Rank	Mode Rank	Project ID	Type	Route	From	To	Mode Specific Score	Addtl. Factors Score	Total Score
18	4	Hwy-020	Modernization	NC 54	Orange Grove Rd	Old Fayetteville Rd	52%	78%	130%
19	9	BP-301	Bike Ped	Erwin Rd	I-40	Durham/Orange County line	18%	50%	68%
20	10	BP-438	Bike Ped	New Grady Brown School Rd	Dimmocks Mill Rd	Grady Brown School Entrance	19%	47%	67%
21	11	BP-424	Bike Ped	Trail connection	Walgreens	Orange Middle School	33%	33%	66%
22	12	BP-437	Bike Ped	US 70	Redman Xing	Ashwick Dr	24%	41%	65%
23	7	TR-803	Transit	NCRR	Hillsborough	Selma	36%	58%	94%
24	8	TR-812	Transit	Davis Rd / Orange Grove Rd	S Churton St	Old NC 86	35%	56%	90%
25	9	TR-821	Transit	NC 86 / Old NC 86 / Orange Grove Rd / S Churton St	South of downtown	UNC Hospital	43%	46%	90%
26	5	Int-213	Intersection	NC 54 / SR 1006			60%	66%	125%
27	6	Int-210	Intersection	NC 86			59%	63%	122%
28	13	BP-336	Bike Ped	Jones Ferry Rd	Chatham/Orange County line	Old Fayetteville Rd	5%	60%	64%
29	14	BP-428	Bike Ped	Gwen Rd	Orange High School Rd	US 70	34%	29%	63%
30	15	BP-417	Bike Ped	Trail Connection from Patriot's Pointe to Timbers Dr	Patriots Pointe	Timbers Drive	8%	54%	62%
31	16	BP-419	Bike Ped	Benton Dr	NC 86	AL Stanback Middle	22%	39%	61%
32	10	TR-813	Transit	Richmond / Lebanon / Doe Run / Mill Creek	High Rock Rd	US 70	29%	59%	87%
33	11	TR-820	Transit	US 70 / Lawrence Rd / US 70A	Hillsborough Downtown	Walmart	40%	46%	87%
34	12	TR-814	Transit	NC-86	Phelps Rd	US 70	33%	54%	87%
35	7	Hwy-008	Modernization	Mt. Carmel Church Rd	Bennett Rd	Chatham County	50%	69%	118%
36	8	Hwy-028	Modernization	I-40	Buckhorn Rd	I-40 / I-85 Split	54%	62%	116%

Overall Rank	Mode Rank	Project ID	Type	Route	From	To	Mode Specific Score	Addtl. Factors Score	Total Score
37	17	BP-422	Bike Ped	Strouds Creek Rd	Tumbling Brook Ln	Pathways Elementary entrance	21%	38%	60%
38	18	BP-433	Bike Ped	Fuller Rd	US 70	Tinnin Rd	18%	42%	60%
39	19	BP-435	Bike Ped	Tinnin Rd	US 70	Termini	18%	41%	59%
40	20	BP-432	Bike Ped	Arbor Ln	New Grady Brown School Rd	Termini	16%	43%	59%
41	13	TR-801	Transit	NC 86	Orange County border	Coleman Loop Rd	27%	54%	81%
42	14	TR-805	Transit	I-40/I-85	Forrest Ave	US 70	43%	35%	78%
43	15	TR-804	Transit	NC 86	Orange County border with Chapel Hill	Hillsborough	45%	33%	78%
44	9	Hwy-021	Modernization	I-40 / I-85	West of Buckhorn Rd	West of Orange Grove Rd	54%	58%	111%
45	10	Hwy-024	Modernization	I-40	BGMPO eastern boundary	BGMPO western boundary	60%	50%	110%
46	21	BP-322	Bike Ped	NC 86	Hillsborough northern town limit	South of New Hope Church Rd	21%	38%	59%
47	22	BP-421	Bike Ped	St Marys Rd	1600ft east of River Park Elementary	US 70	30%	29%	58%
48	23	BP-427	Bike Ped	Joyce Rd	Orange High School Rd	Termini	27%	30%	58%
49	24	BP-321	Bike Ped	NC 86	South of New Hope Church Rd	Eubanks	20%	38%	58%
50	16	TR-816	Transit	Saint Marys	US 70	New Sharon Church Rd	35%	42%	77%
51	17	TR-802	Transit	NC 54 West	Orange County border	Broadwell Rd	27%	46%	73%
52	18	TR-819	Transit	High Rock Rd / Efland Cedar Grove Rd	Mill Creek Rd	US 70	29%	42%	71%
53	11	Int-212	Intersection	I-85 / NC 86			32%	74%	106%
54	12	Int-211	Intersection	I-85 / SR 1009			32%	72%	104%

Overall Rank	Mode Rank	Project ID	Type	Route	From	To	Mode Specific Score	Addtl. Factors Score	Total Score
55	25	BP-426	Bike Ped	Ann Rd	Orange High School Rd	Joyce Rd	29%	29%	58%
56	26	BP-436	Bike Ped	Richmond Rd	US 70	Termini	11%	47%	58%
57	27	BP-317	Bike Ped	US 70	Le Nare Trl	Lawrence Rd	20%	37%	57%
58	28	BP-320	Bike Ped	NC 86	Coleman Loop	920 ft south of Coleman Loop	7%	50%	57%
59	19	TR-806	Transit	US-70	Matthis Briggs Dr	St Marys Rd	34%	34%	68%
60	20	TR-817	Transit	New Sharon Church	St Marys Rd	Schley Rd	27%	41%	68%
61	21	TR-809	Transit	Hatch Road / Old Greensboro Rd / White Cross Rd / Butner Rd	NC 54	Dodsons Xrd	28%	39%	67%
62	13	Hwy-005	Modernization	Old NC 86	I-40	Hillsborough Road	42%	61%	103%
63	14	Hwy-015	New Location / Widening	Little River Church Rd Ext	Walnut Grove Church Rd	Sawmill Rd	59%	43%	102%
64	29	BP-418	Bike Ped	Old NC 10	Buckboard Dr	Mount Hernon Church Rd	3%	53%	56%
65	30	BP-420	Bike Ped	Storey Ln	NC 86	AL Stanback Middle	15%	40%	55%
66	31	BP-416	Bike Ped	Trail Connection from English Hill Lane to Buttonwood Dr	English Hill Lane	Buttonwood Drive	26%	28%	54%
67	32	BP-355	Bike Ped	NC 86	Walnut Grove Church Rd	Coleman Loop Rd	1%	52%	54%
68	22	TR-818	Transit	Amtrak Track	Mebane	Hillsborough	36%	23%	60%
69	23	TR-807	Transit	Mt Moriah / Whitfield / Erwin	MLK Boulevard	Orange county border	35%	12%	46%
70	15	Hwy-017	Modernization	Mebane-Oaks Road	North of Dallas Ct	NC 54	37%	63%	100%
71	16	Hwy-009	New Location / Widening	NC 86	Old NC 10	US 70 Business	28%	70%	99%
72	33	BP-344	Bike Ped	NC 54	Dodsons Xrds	Old Fayetteville Rd	7%	46%	53%
73	34	BP-341	Bike Ped	Old NC 86	I-40	North of Oak Ridge Rd	16%	36%	52%
74	35	BP-407	Bike Ped	Harold Latta Dr	Cloverfield Dr	Orange High School Rd	19%	34%	52%

Overall Rank	Mode Rank	Project ID	Type	Route	From	To	Mode Specific Score	Addtl. Factors Score	Total Score
75	36	BP-409	Bike Ped	New Grady Brown School Rd	Grady Brown School	Orange Grove Rd	21%	32%	52%
76	17	Int-204	Intersection	Buckhorn Road			54%	44%	98%
77	18	Hwy-001	New Location / Widening	Erwin Rd.	W Cornwallis Rd	Whitfield Rd	26%	70%	96%
78	37	BP-324	Bike Ped	Old NC 10	NC 86	US 70	9%	43%	52%
79	38	BP-335	Bike Ped	Dimmock Mill Rd	I-40	Orange Grove Rd	12%	39%	51%
80	39	BP-370	Bike Ped	Whitaker Rd & Bowman Rd	Hebron Church Rd	Rock Quarry Rd	2%	48%	50%
81	40	BP-309	Bike Ped	Hillsborough Rd	Sparger Rd	Orange County Line	3%	46%	49%
82	19	Hwy-004	New Location / Widening	Mt. Willing Rd	I-40/85	US 70	43%	50%	92%
83	20	Hwy-036	New Location / Widening	West Ten Road	I-40/I-85	Buckhorn Rd	60%	31%	90%
84	41	BP-425	Bike Ped	Orange High School Rd	Harold Latta Dr	Miller Rd	19%	30%	49%
85	42	BP-402	Bike Ped	Old Field Creek Trail	I-40	New Hope Creek Trail	13%	35%	48%
86	43	BP-332	Bike Ped	W Ten Rd	Rock Quarry Rd	I-85 Connector	6%	43%	48%
87	44	BP-337	Bike Ped	Faucette Mill Rd	Frank Perry Rd	Odie St	21%	27%	48%
88	21	Hwy-026	New Location / Widening	NC 54	Old Fayetteville Road	Mebane Oaks Rd	29%	55%	84%
89	22	Hwy-012	New Location / Widening	Buckhorn Road Extension	Orange Grove Rd	Dairyland Rd	31%	52%	83%
90	45	BP-306	Bike Ped	Pickett Rd	Chapel Hill Rd	Erwin Rd	1%	47%	48%
91	46	BP-348	Bike Ped	University Station Rd	Mt. Sinai Rd	US 70	4%	44%	48%
92	47	BP-434	Bike Ped	School House Rd	Fuller Rd	Tinnin Rd	18%	29%	47%
93	48	BP-431	Bike Ped	Governor Dr	Governor Burke Rd	Harold Latta Dr	12%	35%	47%
94	23	Hwy-019	New Location / Widening	I-85	West of Orange Grove Rd in Orange County	West of Sparger Rd in Durham County	44%	38%	82%
95	24	Hwy-010	New Location / Widening	NC 86	US 70 Bypass	North of NC 57	28%	52%	80%

Overall Rank	Mode Rank	Project ID	Type	Route	From	To	Mode Specific Score	Addtl. Factors Score	Total Score
96	49	BP-339	Bike Ped	New Hope Church Rd	Old NC 86	Old NC 10	4%	43%	47%
97	50	BP-302	Bike Ped	Mt Carmel Church Rd	Bennett Rd	Chatham/Orange county line	11%	35%	47%
98	51	BP-329	Bike Ped	Dairyland Rd / Homestead Rd	Dodsons Xrds	Past Clermont Greenway Crossing	5%	41%	46%
99	52	BP-319	Bike Ped	Miller Rd / Baldwin Rd	Walker Rd	Orange High School Rd	7%	38%	46%
100	25	Hwy-038	Modernization	New Hope Church Road	New Hope Elementary School eastern driveway	New Hope Elementary School western driveway	11%	68%	79%
101	26	Hwy-002	Modernization	Erwin Rd.	I-40	Whitfield Rd	27%	52%	79%
102	53	BP-323	Bike Ped	Mt Heron Church Rd / W Cornwallis Rd / Schley Rd / Pleasant Green Rd	New Sharon Church Rd	Bay Meadows Ln	1%	44%	45%
103	54	BP-352	Bike Ped	NC 49	NC 86	NC 49	0%	44%	45%
104	55	BP-373	Bike Ped	Lynch Store Rd / Doc Corbett Rd / McDade Store Rd / Pentecost Rd	Alamance Co line	NC 49	0%	44%	44%
105	56	BP-304	Bike Ped	Hwy 751	Constitution Dr	Hillsborough Rd	3%	40%	43%
106	27	Hwy-029	Modernization	Old Greensboro Road	Jones Ferry Road	Alamance County	17%	62%	79%
107	28	Hwy-030	Modernization	Orange Grove Road	I-85	Dodson Crossroads	15%	62%	77%
108	57	BP-430	Bike Ped	Dairy Farm Rd	NC 57	Governor Dr	12%	31%	43%
109	58	BP-363	Bike Ped	Oak Grove Church Rd / Vernon Rd	Mount Willing Rd	Bradshaw Quarry Rd	0%	43%	43%
110	59	BP-364	Bike Ped	Oak Grove Church Rd	Mount Willing Rd	Mebane Oaks Rd	0%	42%	43%
111	60	BP-325	Bike Ped	Coleman Loop	NC Hwy 86	NC Hwy 86	1%	42%	43%
112	29	Hwy-034	Modernization	Orange Grove Road	Patriot's Pointe Dr	New Grady Brown School Rd	8%	68%	76%
113	30	Hwy-023	New Location / Widening	I-40	I-85 in Orange County	I-85 in Durham County	30%	44%	75%

Overall Rank	Mode Rank	Project ID	Type	Route	From	To	Mode Specific Score	Addtl. Factors Score	Total Score
114	61	BP-396	Bike Ped	NC 86	Hurdle Mills Rd	920 ft south of Coleman Loop	5%	37%	43%
115	62	BP-338	Bike Ped	Mt Sinai Rd	NC 86	Kerley Rd	4%	39%	42%
116	63	BP-400	Bike Ped	Lebanon Rd	High Rock Rd	West of Brookhollow Rd	1%	41%	42%
117	64	BP-414	Bike Ped	NC 57	NC 86	Orange County line	3%	39%	42%
118	31	Int-209	Intersection	SR 1005 (Old Greensboro Road)			24%	50%	75%
119	32	Hwy-039	Modernization	West Ten Road	Gravelly Hill Middle School	300 ft east	1%	73%	74%
120	65	BP-362	Bike Ped	Mebane-Oaks Rd	Orange County Line	NC 54	0%	41%	42%
121	66	BP-351	Bike Ped	McDade Store Road / Hurdle Mills Road / Ormond Road	Pentecost Rd	Walnut Grove Church Rd	0%	41%	42%
122	67	BP-327	Bike Ped	Lawrence Rd	Old NC 10	St Mary's Rd	4%	38%	41%
123	68	BP-395	Bike Ped	Phils Creek Trail	Neville Creek Trail	McCauley Ln	1%	40%	41%
124	33	Hwy-037	Modernization	New Hope Church Road	New Hope Elementary School	NC 86	11%	61%	72%
125	34	Hwy-031	Modernization	Dairyland Road	Orange Grove Rd	Old NC 86	9%	62%	71%
126	69	BP-340	Bike Ped	Old NC 86	Oak Ridge Rd	Eubanks Rd	6%	35%	41%
127	70	BP-366	Bike Ped	Chestnut Ridge Church Rd	Buckhorn Rd	Mt Willing Rd	2%	39%	41%
128	71	BP-361	Bike Ped	Hebron Church Rd	Mebane-Oaks Rd	Whitaker Rd	1%	39%	40%
129	72	BP-318	Bike Ped	I-85 Connector	W Ten Rd	Cornelius St	5%	35%	40%
130	35	Hwy-003	New Location / Widening	I-85/US 70/I-40 connector	I-40/85	US 70	4%	67%	71%
131	36	Hwy-032	Modernization	Dodson Crossroads	Orange Grove Road	NC 54	11%	60%	71%
132	73	BP-357	Bike Ped	Lonesome Rd	Harmony Church Rd	Mill Creek Rd	0%	39%	40%
133	74	BP-390	Bike Ped	Morgan Creek Trail	Parallel	and south of Dairyland Rd	2%	37%	39%
134	75	BP-401	Bike Ped	Mount Willing Road	Chestnut Ridge Church Rd	South of Buddy Ln	3%	34%	38%

Overall Rank	Mode Rank	Project ID	Type	Route	From	To	Mode Specific Score	Addtl. Factors Score	Total Score
135	76	BP-350	Bike Ped	Walnut Grove Church Road	Orange County Line	NC 86	0%	37%	38%
136	37	Hwy-016	New Location / Widening	NC 86	Caswell County	NC 57	14%	56%	70%
137	38	Hwy-027	Modernization	US 70	BGMPO western boundary	BGMPO eastern boundary	23%	46%	69%
138	77	BP-378	Bike Ped	Sawmill Rd	NC 86	Walnut Grove Church Rd	3%	35%	38%
139	78	BP-316	Bike Ped	Ode Turner Rd	Orange Grove Rd	Old Chapel Hill-Hillsborough Rd	1%	37%	38%
140	79	BP-356	Bike Ped	Carr Store Rd	NC 49	NC 86	1%	37%	38%
141	80	BP-333	Bike Ped	Brookhollow Rd / Mt Willing Rd	E Lebanon Rd	Chestnut Ridge Ch Rd	4%	34%	37%
142	39	Hwy-013	Modernization	Buckhorn Road	Orange Grove Rd	Bradshaw Quarry Rd	7%	62%	69%
143	40	Hwy-023	Modernization	Lebanon Road	Mill Creek Road	Efland-Cedar Grove Road	9%	60%	68%
144	81	BP-349	Bike Ped	Buckhorn Rd	US 70	Orange Grove Rd	1%	36%	37%
145	82	BP-342	Bike Ped	Old Greensboro Rd	Haw River	Jones Ferry Rd	1%	37%	37%
146	83	BP-412	Bike Ped	Mount Willing Road	Mebane Oaks Rd	Buckhorn Rd	0%	36%	37%
147	84	BP-387	Bike Ped	Corbett Ridge Rd	NC 49	Caswell Co line	0%	36%	37%
148	41	Int-208	Intersection	Buckhorn Road/West Ten Road			19%	49%	67%
149	42	Hwy-014	Modernization	Arthur Minnis Road	Dodsons Cross Rd	Rocky Ridge Rd	24%	37%	61%
150	85	BP-375	Bike Ped	Mill Creek Rd	Lebanon Rd	Carr Store Rd	1%	35%	37%
151	86	BP-377	Bike Ped	Efland-Cedar Gr Rd	Highland Farm	north of Carr Store (in larger project)	1%	36%	36%
152	87	BP-393	Bike Ped	Bolin Creek Trail Extension	Lower Trading Path	Bolin Creek (Hogan Lake)	2%	34%	36%
153	88	BP-365	Bike Ped	Dodsons Xrd / Orange Grove Rd / White Cross Rd / Butler Rd	New Grady Brown School Rd	Orange County line	2%	34%	36%

Overall Rank	Mode Rank	Project ID	Type	Route	From	To	Mode Specific Score	Addtl. Factors Score	Total Score
154	43	Hwy-018	New Location / Widening	Buckhorn Rd	I-40	W Ten Rd	23%	35%	58%
155	44	Hwy-006	New Location / Widening	US 70	Buckhorn Road	Durham County	9%	47%	55%
156	89	BP-353	Bike Ped	Bradshaw Quarry Road / Arthur Minnis Rd	Orange County Line	Dodsons Xrd	0%	36%	36%
157	90	BP-388	Bike Ped	Mountains to Sea Trail	Alamance/Orange County line	Hillsborough River-walk	3%	33%	36%
158	91	BP-394	Bike Ped	New Hope Creek Trail / Long Branch Trail			2%	33%	36%
159	92	BP-354	Bike Ped	NC 86	Merlot Ln	Carr Store Rd	5%	31%	36%
160	45	Int-207	Intersection	Ben Wilson Road/ Bowman Road			22%	30%	51%
161	46	Hwy-034	New Location / Widening	Old NC 10	NC 86	US 70 Business	2%	49%	51%
162	93	BP-399	Bike Ped	High Rock Rd	Saddle Club Rd	Lebanon Rd	1%	35%	36%
163	94	BP-343	Bike Ped	NC 54	Orange County Line	Dodsons Xrd	1%	35%	36%
164	95	BP-371	Bike Ped	Saddle Club Rd	Lebanon Rd	High Rock Rd	3%	32%	36%
165	96	BP-368	Bike Ped	Dairyland Rd	Orange Grove Rd	Union Grove Ch Rd (in DCHC)	1%	35%	35%
166	47	Int-202	Intersection	I-85/US 70 Connector interchange upgrade			14%	37%	51%
167	48	Int-205	Intersection	I-85/I-40 at Mattress Factory Rd			21%	24%	45%
168	97	BP-389	Bike Ped	Piney Mountain Creek Trail	New Hope Creek	Murphy School Rd	2%	33%	35%
169	98	BP-347	Bike Ped	Turkey Farm Rd	Mt. Sinai Rd	Whitfield Rd	5%	30%	35%
170	99	BP-391	Bike Ped	Neville Creek Trail	Parallel	and north of Jones Ferry Rd	1%	34%	35%
171	100	BP-330	Bike Ped	St Mary's Rd / New Sharon Church Rd / Holly Ridge Rd	NC 157	US 70	2%	33%	35%
172	49	Hwy-026	Modernization	Bowman Rd	Ben Wilson	West Ten Road	18%	26%	44%

Overall Rank	Mode Rank	Project ID	Type	Route	From	To	Mode Specific Score	Addtl. Factors Score	Total Score
173	50	Hwy-007	Modernization	Albert Rd	Dairyland Rd	Union Grove Church Rd	6%	37%	43%
174	101	BP-303	Bike Ped	Kerley Rd	Erwin Rd	NC 751	4%	31%	35%
175	102	BP-379	Bike Ped	Laws Store Rd / Brown Rd	Walnut Grove Church Rd	NC 157	0%	34%	35%
176	103	BP-308	Bike Ped	Cole Mill Rd	Rose of Sharon Rd	Orange County Line	1%	33%	34%
177	104	BP-413	Bike Ped	Little River Church Rd	Walnut Grove Church Rd	NC 57	0%	34%	34%
178	51	Hwy-036	Modernization	Orange High School Road	Ann Road	Orange Middle School entrance	4%	36%	41%
179	105	BP-405	Bike Ped	Green Riley Rd	NC 57	New Sharon Church Rd	2%	32%	34%
180	106	BP-382	Bike Ped	Schley Rd	NC 57	New Sharon Church Rd	1%	32%	33%
181	107	BP-398	Bike Ped	Mountains to Sea Tr	Orange County Speedway	Durham County	1%	32%	33%
182	108	BP-386	Bike Ped	Saxapahaw Rd	NC 54	Alamance Co line	0%	33%	33%
183	109	BP-369	Bike Ped	Orange Grove Rd	NC 54	Arthur Minnis Rd	0%	32%	33%
184	110	BP-397	Bike Ped	Buck Branch Trail	Parallel	Mt Carmel Church Rd	2%	30%	32%
185	111	BP-380	Bike Ped	NC 157	Berry Pearce Rd	Laws Store Rd	0%	32%	32%
186	112	BP-381	Bike Ped	Pearson Rd	Walnut Grove Church Rd	NC 57	0%	32%	32%
187	113	BP-315	Bike Ped	Walker Rd	Walker Rd	New Sharron Church Rd	1%	31%	32%
188	114	BP-376	Bike Ped	Efland-Cedar Grove Rd	McDade Store Rd	Harmony Church Store Rd	1%	31%	32%
189	115	BP-383	Bike Ped	Mary Hall Rd and a short section of Laws Store Rd	NC 157	NC 57	0%	31%	31%
190	116	BP-385	Bike Ped	Lake Orange Rd for bicycle travel	Ausling Way	NC 86	1%	31%	31%
191	117	BP-358	Bike Ped	Highland Farm Rd	Efland-Cedar Grove Rd	Coleman Loop Rd	1%	30%	31%

Overall Rank	Mode Rank	Project ID	Type	Route	From	To	Mode Specific Score	Addtl. Factors Score	Total Score
192	118	BP-372	Bike Ped	High Rock Rd	Saddle Club Rd	Alamance Co line	1%	30%	31%
193	119	BP-415	Bike Ped	NC 57	Pearson Rd	Kiger Rd	1%	29%	30%
194	120	BP-367	Bike Ped	Chestnut Ridge Church Rd	Camp Chestnut Ridge Rd	Westwood Dr	1%	29%	30%
195	121	BP-305	Bike Ped	Mt Moriah Rd	Erwin Rd	Orange County Line	1%	29%	30%
196	122	BP-384	Bike Ped	Berry Rd	NC 157	Person County line	0%	29%	30%
197	123	BP-331	Bike Ped	Lebanon Rd	Brook Hollow Rd	Mill Creek tributary	2%	27%	29%
198	124	BP-334	Bike Ped	Frank Perry Rd	Coleman Loop	Faucette Mill Rd	1%	28%	29%
199	125	BP-374	Bike Ped	Harmony Church Rd	Lynch Store Rd	Efland Cedar Grove Rd	0%	29%	29%
200	126	BP-326	Bike Ped	Ben Johnston Rd	I-85 Connector	Dimmocks Mill Rd	10%	18%	29%
201	127	BP-328	Bike Ped	Whitfield Rd	NC 86	Erwin Rd	7%	20%	28%
202	128	BP-360	Bike Ped	Kiger Rd	NC 57	New Sharon Church Rd	0%	26%	26%
203	129	BP-307	Bike Ped	Guess Rd	New Sharon Ch Rd	Durham County line	3%	21%	25%
204	130	BP-392	Bike Ped	Mountain Creek Tr	New Hope Crk Trl	Union Grove Church Rd	1%	24%	24%
205	131	BP-404	Bike Ped	Pritchard's Mill Creek Trail	Morgan Creek (University Lake)	Wolfs Trl	1%	22%	23%
206	132	BP-346	Bike Ped	Bivens Rd / Terry Rd	New Sharon Church Rd	Ebenezer Ch Rd	1%	21%	22%
207	133	BP-403	Bike Ped	Jones Ferry Road Parallel Trail	Morgan Creek (University Lake)	Deerfield Trl	1%	21%	22%
208	134	BP-310	Bike Ped	Bacon Rd	Roxboro Rd	NC 57	0%	21%	22%
209	135	BP-314	Bike Ped	Ebenezer Church Rd	Bivins Rd	Pleasant Green Rd	1%	19%	20%
210	136	BP-311	Bike Ped	Bill Poole Rd / Hopkins Rd	Orange County Line	Redleaf Ln	0%	20%	20%
211	137	BP-312	Bike Ped	Saint Marys Rd	Guess Rd	Bivens Rd	0%	19%	19%
212	138	BP-313	Bike Ped	Craig Rd	Bivins Rd	Umstead Rd	0%	18%	19%
213	139	BP-359	Bike Ped	Halls Mill Rd	Highland Farm Rd	Bane Rd	1%	11%	12%

Non-prioritized projects

10 projects did not undergo the prioritization process. This is because their project descriptions don't render them comparable with other projects to be scored and ranked appropriately. For these projects, Orange County staff can determine the priority based on their understanding of the projects and add them to the overall list.

Int-203 is an intersection project that would be constructed as part of an overall new location roadway. Since it would not be a standalone project, it is not included in the prioritization process.

BP-701 is the only bicycle and pedestrian bridges project included in the plan. Since it cannot be compared to other bicycle and pedestrian bridges projects, it did not render itself to this prioritization process.

The remaining 8 projects - **TR-901 to TR-908** are the park-and-ride lots, Amtrak stations, and other transit point projects. They did not render themselves to this prioritization process, so they were not included. These projects would also be constructed as part of larger transit projects and likely managed by outside agencies. It is recommended that Orange County prioritize these projects at their discretion.



Image Credit: Chapel Hill/ Orange County Visitors Bureau





07

Conclusion

This study allowed Orange County to take **500+ proposed projects** from **9 different agencies** and **58 different plans** and consolidate them into **one County-wide document**. The result is a comprehensive list of **223 projects recommended** for the unincorporated areas of Orange County.

This study took this list a step further by developing a prioritization method based on County and public desires. The prioritization list will assist the County in determining how to allocate future funding by determining which projects would have the most beneficial impact.

It is recommended that the project list be routinely updated as constituent agencies adopt new plans and project recommendations. **The TMP should be updated every 5 years** to include new projects, remove completed projects, and re-prioritize projects based on future public and County desires. This will allow Orange County to maintain and up-to-date and comprehensive list of projects for future needs.



Appendix I

CTT Meeting Presentations & Minutes



Orange County Transportation Multimodal Plan

CTT MEETING 1 – NOV 14, 2023

Agenda

- Project Description
- Project Extents
- Scope
- Schedule
- CTT Meeting Schedule
- Plans considered for inclusion

Project Description

Orange County has 30+ plans and ordinances with recommendations and regulations for transportation projects throughout the county. One comprehensive countywide plan that consolidates projects and programs from the entity plans will allow Orange County to address multimodal needs and prioritize these needs.

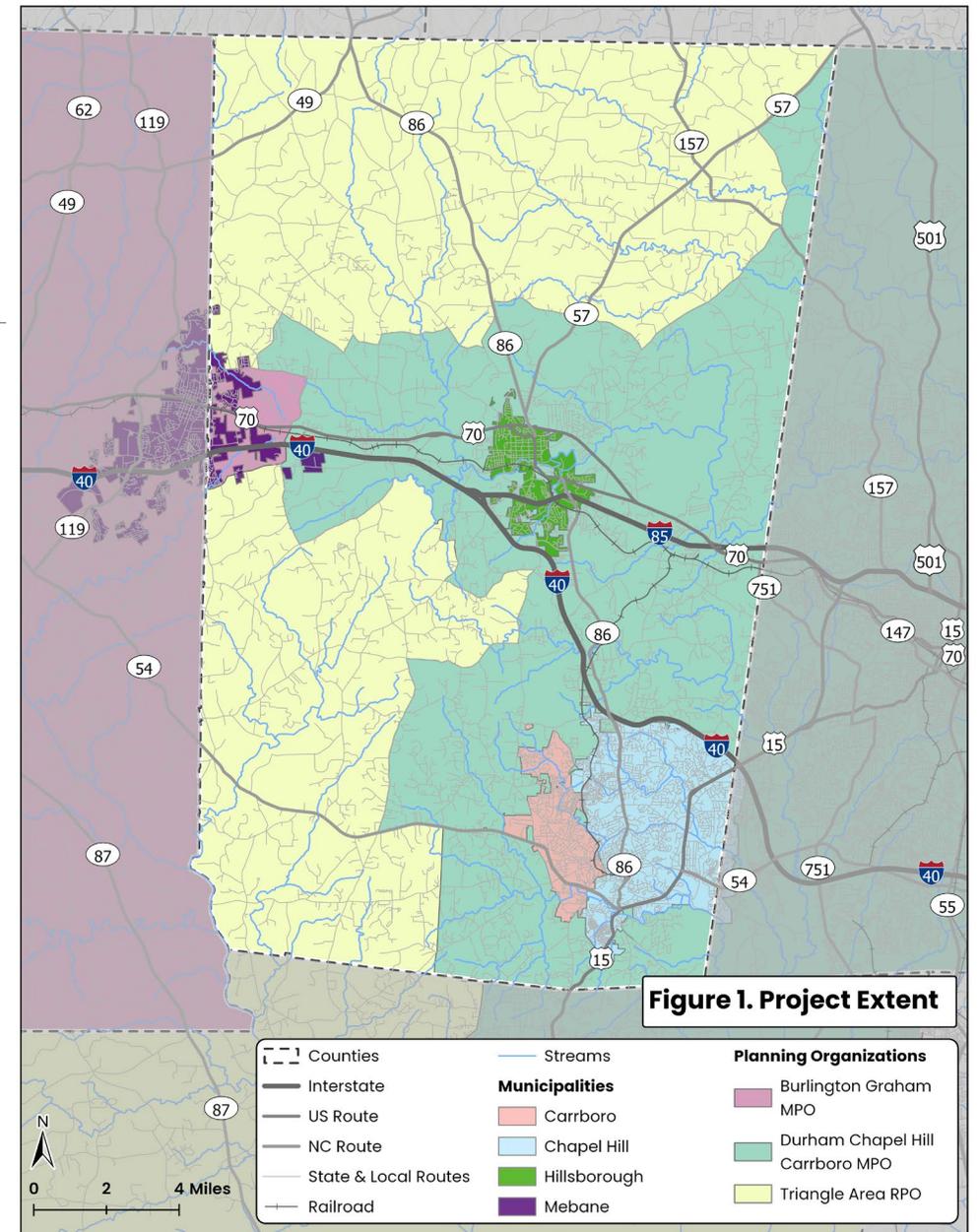
This project will:

- Present all the transportation recommendations for Orange County in one platform
- Identify gaps and provide recommendations to address underserved communities
- Develop a method for prioritizing projects based on factors such as cost, impacts, needs, and benefits
- Develop an action plan that outlines the steps to implement the projects

Project Extents

Orange County

- DCHC MPO
- BG MPO
- TARPO
- NCDOT Div 7 and Region D
- City of Mebane
- Town of Hillsborough
- Town of Carrboro
- Town of Chapel Hill



Project Scope

Task A – Project Coordination

- Project Management
- Progress Meetings
- CTT and Agency Coordination and Board Presentations

Task B – Consolidation of Existing Plans

- Data Identification and Collection
- Map data cleaning and consolidation
- Combined map and projects table

Task C – Multimodal Analysis

- Transportation Gap Analysis and coordination recommendations

Project Scope

Task D – Public Engagement

- Outreach and Promotional Materials
- Public Meeting and Survey
- Spanish Language Translations

Task E – Prioritization and Final Plan

- Prioritization Methodology
- Action Plan
- Final Report and Map

Project Schedule

Schedule as of Nov 1 2023	6-Nov-23	13-Nov-23	20-Nov-23	27-Nov-23	4-Dec-23	11-Dec-23	18-Dec-23	25-Dec-23	1-Jan-24	8-Jan-24	15-Jan-24	22-Jan-24	29-Jan-24	5-Feb-24	12-Feb-24	19-Feb-24	26-Feb-24	4-Mar-24	11-Mar-24	18-Mar-24	25-Mar-24	1-Apr-24	8-Apr-24	15-Apr-24	22-Apr-24	29-Apr-24	6-May-24	13-May-24	20-May-24	27-May-24	3-Jun-24	10-Jun-24	17-Jun-24	24-Jun-24
A1 - Kickoff	█																																	
A2 - Setup																																		
A3 - Progress Meetings				█				█				█					█				█			█										
A4 - CTT		█				█				█					█				█				█					█					█	
A5 - Agency			█	█	█	█																												
A6 - Board																																	█	█
B1 - Adopted Plans List		█																																
B2 - Data Collection			█	█	█	█																												
B3 - Map and Projects					█	█	█	█	█	█	█	█	█																					
C1 - Gap Analysis													█	█	█																			
C2 - Improvements														█	█	█																		
D1 - Coordination																	█																	
D2 - Materials																		█	█	█	█													
D3 - Public meeting																							█											
D4 - Survey																							█	█	█									
D5 - PE Report																								█										
E1 - Prioritization																								█	█	█								
E2 - Action Plan																										█	█							
E3 - Report and Map																											█	█	█	█	█			

CTT Meeting Schedule

- All subsequent meetings will be virtual.
- We will meet once a month through June 2024.

Which week of the month works best to meet?

- Currently the schedule assumes second week of the month

Which day / time works best to meet?

Plans for Inclusion

- Burlington Graham Metropolitan Planning Organization Comprehensive Transportation Plan (2022)
- Burlington Graham Metropolitan Planning Organization 2045 Metropolitan Transportation Plan (2020)
- Durham Chapel Hill Carrboro 2050 Metropolitan Transportation Plan (2022)
- Orange County Comprehensive Transportation Plan (2013)
- Triangle Area Rural Planning Organization Regional Bicycle and Pedestrian Planning Framework (2015)
- Carrboro Updated Bike Plan (2020)
- Carrboro 2022-2042 Comprehensive Plan (2022)
- Chapel Hill Mobility & Connectivity Plan (2020)
- Chapel Hill Bike Plan (2014)
- Chapel Hill Greenways Master Plan (2013)
- Hillsborough Comprehensive Sustainability Plan (2022)
- Mebane Bicycle and Pedestrian Transportation Plan (2015)
- Mebane 2040 Comprehensive Transportation Plan (2018)

In addition to these plans, are there any other plans that should be incorporated into the study?

Next Steps

Contact Municipal and other Agencies

- Request project list
- Project data and GIS shapefiles

Upcoming CTT Meeting

- Project updates
- Unmet data requests
- Data gaps and clarifications



MEETING MINUTES

PROJECT NAME	Orange County Transportation Multimodal Plan
DATE	14 November 2023
TIME	2:00 pm
VENUE	Orange County Transportation Office
SUBJECT	Core Technical Team Meeting 1

ATTENDEES	ORGANIZATION	ATTENDEES	ORGANIZATION
Nishith Trivedi	Orange County	Frankie Tran	BGMPO
Darlene Weaver	Orange County	Shivang Shelat	WSP
Nicholas Morrison	NCDOT IMD	Alexa Kennedy	WSP

MEETING SUMMARY

Overview

- The purpose of the Orange County Transportation Multimodal Plan is to consolidate the transportation plans in Orange County into one comprehensive countywide plan and provide a method for prioritizing projects.
- The project extent includes all of Orange County, including those areas within the following jurisdictions: Durham-Chapel Hill-Carrboro MPO, Burlington Graham MPO, Triangle Area RPO, NCDOT Division 7 and Region D, the City of Mebane, the Town of Hillsborough, the Town of Carrboro, and the Town of Chapel Hill.
- The project scope will include monthly CTT meetings, consolidation of existing plans, multimodal analysis, public engagement, prioritization method, and a final report. The consolidated map with projects will be added to an online dashboard.
- Orange County noted that the County will be the only entity adopting this document.
- Orange County has reached out to the other jurisdictions to see if they would like to be included in the planning process. Only a response has been received from the Town of Chapel Hill so far.
- Future CTT meetings will occur virtually on the second Monday of each month at 3pm.
- Future progress team meetings will occur on the third Friday of each month.



MEETING MINUTES

Plans for Inclusion

- WSP noted the following plans for inclusion in the project: BGMPO CTP, BGMPO 2045 MTP, DCHC 2050 MTP, Orange County CTP, TARPO Regional Bicycle and Pedestrian Planning Framework, Carrboro Updated Bike Plan, Carrboro 2022-2042 Comprehensive Plan, Chapel Hill Mobility and Connectivity Plan, Chapel Hill Bike Plan, Chapel Hill Greenways Master Plan, Hillsborough Comprehensive Sustainability Plan, Mebane Bicycle and Transportation Plan, and Mebane 2040 CTP
- Orange County noted the following plans should be included in the project: DCHC CTP, Orange County Transit Plan, Climate Action Plan, Hillsborough Connectivity Plan, Mebane Rail Study, collector streets plans in Orange County, Efland Buckborn Management Access Plan, NC 54 Corridor Study, CAMPO and DCHC Regional Freight Plan, and NCDOT STIP.
- Orange County noted the following plans that were expecting adoption soon and should be included in the study:
 - TOG Strategic Plan (adoption expected in December/January)
 - US 70 Corridor Study (adoption expected in February/March)
 - BGMPO Regional Transit Feasibility Study (adoption expected in February)
- No additional transportation plans will be adopted in this planning cycle.
- BGMPO noted the Regional Transit Feasibility Study will include geography-based recommendations, as well as policy-based recommendations.
- The Orange County TMP should include policy language from the incorporating plans.
- Orange County noted the plan should identify goals and objectives from the MPOs and RPO.
- Once all of the goals and policy recommendations are on one platform, the project team can decide what to carry over to the TMP.

ACTION ITEMS

ACTION	RESPONSIBLE PARTY	DUE BY
Follow up with municipalities that have not yet responded to Orange County's request	Nish (OC)	11/21
Schedule virtual CTT Meetings on second Monday of each month at 3 pm	Shivang (WSP)	11/20
Schedule virtual progress meetings with the project team for the third Friday of each month.	Shivang (WSP)	11/20
Start data collection for the project	Shivang (WSP)	11/20
Contact municipalities and other agencies for data that is not publicly available.	Shivang (WSP)	11/21



Orange County Transportation Multimodal Plan

CTT MEETING 2 – DEC 11, 2023

Agenda

- Schedule
- Plans for Inclusion
- Agency Coordination & Data Collection
- Mapping
- Next Steps

Project Schedule

Schedule as of Nov 1 2023	6-Nov-23	13-Nov-23	20-Nov-23	27-Nov-23	4-Dec-23	11-Dec-23	18-Dec-23	25-Dec-23	1-Jan-24	8-Jan-24	15-Jan-24	22-Jan-24	29-Jan-24	5-Feb-24	12-Feb-24	19-Feb-24	26-Feb-24	4-Mar-24	11-Mar-24	18-Mar-24	25-Mar-24	1-Apr-24	8-Apr-24	15-Apr-24	22-Apr-24	29-Apr-24	6-May-24	13-May-24	20-May-24	27-May-24	3-Jun-24	10-Jun-24	17-Jun-24	24-Jun-24	
A1 - Kickoff	█																																		
A2 - Setup																																			
A3 - Progress Meetings				█				█				█					█				█				█										
A4 - CTT		█				█				█					█				█				█				█						█		
A5 - Agency			█	█	█	█																													
A6 - Board																																	█	█	
B1 - Adopted Plans List		█																																	
B2 - Data Collection			█	█	█	█																													
B3 - Map and Projects					█	█	█	█	█	█	█	█	█																						
C1 - Gap Analysis														█	█	█																			
C2 - Improvements														█	█	█																			
D1 - Coordination																	█																		
D2 - Materials																		█	█	█	█														
D3 - Public meeting																							█												
D4 - Survey																							█	█	█										
D5 - PE Report																								█											
E1 - Prioritization																									█	█	█								
E2 - Action Plan																										█	█	█							
E3 - Report and Map																												█	█	█	█	█			

Plans for Inclusion - NCDOT

Received

- 2024-2033 State Transportation Improvement Program

Expected

- Highway Maintenance Improvement Program
- Safety Action Plan

Plans for Inclusion – BGMPO

Expected

- Comprehensive Transportation Plan
- 2045 Metropolitan Transportation Plan
- Regional Transit Feasibility Study
- Transportation Safety Plan

Plans for Inclusion – DCHC MPO

Received

- Comprehensive Transportation Plan
- 2050 Connect Metropolitan Transportation Plan
- Southwest Durham / Southeast Chapel Hill Collector Street Plan
- Triangle Bikeway Feasibility Study
- Regional Freight Plan
- EJ Report

Plans for Inclusion – TARPO

Received

- Comprehensive Transportation Plan (Orange County)

Expected

- Regional Bicycle and Pedestrian Planning Framework

Plans for Inclusion – Orange County

Received

- Comprehensive Transportation Plan
- Climate Action Plan

Expected

- Transit Plan
- Safe Routes to School Action Plan
- US 70 Multimodal Study
- NC 54 Corridor Study
- Efland-Buckhorn-Mebane Access Management Plan
- Orange Grove Road Access Management Plan
- Eno Economic Development District Access Management Plan
- Buckhorn Small Area Plan
- Efland-Mebane Small Area Plan
- NC 57 Speedway Small Area Plan
- Eno Economic Development District Small Area Plan
- Strategic Action Plan
- 2030 Comprehensive (Land Use) Plan

Plans for Inclusion – Town of Carrboro

Expected

- Updated Bike Plan
- 2022-2042 Comprehensive Plan

Plans for Inclusion – Town of Chapel Hill

Expected

- Mobility & Connectivity Plan
- Short Range Transit Plan
- North South Bus Rapid Transit Plan
- Connected Roads Plan
- US 15-501 Study
- Greenways Master Plan

Plans for Inclusion – Town of Hillsborough

Received

- Comprehensive Sustainability Plan

Expected

- NC 86 Connector Study
- South Churton Street Multimodal Corridor Study
- Community Connectivity Plan
- Strategic Plan FY 2024-26

Plans for Inclusion – City of Mebane

Received

- 2040 Comprehensive Transportation Plan

Expected

- Bicycle and Pedestrian Transportation Plan
- Traffic Separation Study

Agency Coordination & Data Collection

- All agencies contacted and informed of the project
- Data received from:
 - DCHC MPO
 - Orange County (partial)
 - Town of Hillsborough (partial)
 - City of Mebane (partial)
- Data needs:
 - BGMPO (expected week of 12/18)
 - TARPO
 - Orange County – additional plans
 - Town of Chapel Hill
 - Town of Carrboro
 - Town of Hillsborough – highway projects
 - City of Mebane – Bicycle and Pedestrian Transportation Plan, Traffic Separation Study

Mapping

- Static project mapping will focus on unincorporated areas
- Map will have a separate layer showing crash data, Community Viz, and other data
- Review draft map / data collection

Next Steps

- Additional data needs by end of December
- Mapping and symbology review
- Policy review
- Public engagement kickoff and plan



MEETING MINUTES

PROJECT NAME	Orange County Transportation Multimodal Plan
DATE	11 December 2023
TIME	3:00 pm
VENUE	Microsoft Teams
SUBJECT	Core Technical Team Meeting 2

ATTENDEES	ORGANIZATION	ATTENDEES	ORGANIZATION
Nishith Trivedi	Orange County	Doug Plachcinski	DCHC MPO
Chad Reimakoski	NCDOT Division 7	Karyl Fuller	TARPO
Nicholas Morrison	NCDOT IMD	Shivang Shelat	WSP
Wannetta Mallette	BGMPO	Sarah Parkins	WSP
David Miller	DCHC MPO	Alexa Kennedy	WSP

MEETING SUMMARY

Project Schedule

- The project is currently in the agency coordination, data collection, and maps and projects portion of the schedule.

Plans for Inclusion

- WSP noted the following plans for inclusion from each agency:
 - NCDOT: 2024-2033 STIP, HMIP, and Safety Action Plan
 - BGMPO: CTP, 2045 MTP, Regional Transit Feasibility Study, Transportation Safety Plan
 - DCHC MPO: CTP, 2050 Connect MTP, SW Durham/ SE Chapel Hill Collector Street Plan, Triangle Bikeway Feasibility Study, Regional Freight Plan, EJ Report
 - TARPO: CTP, Regional Bicycle and Pedestrian Planning Framework
 - Orange County: CTP, Climate Action Plan, Transit Plan, Safe Routes to School Action Plan, US 70 Multimodal Study, NC 54 Corridor Study, Efland-Buckhorn-Mebane Access Management Plan, Orange Grove Road Access Management



MEETING MINUTES

Plan, Eno Economic Development District Access Management Plan, Buckhorn Small Area Plan, Efland-Mebane Small Area Plan, NC 57 Speedway Small Area Plan, Eno Economic Development District Small Area Plan, Strategic Action Plan, 2030 Comprehensive (Land Use) Plan

- Carrboro: Updated Bike Plan, 2022-2042 Comprehensive Plan
 - Chapel Hill: Mobility & Connectivity Plan, Short Range Transit Plan, North South BRT Plan, Connected Roads Plan, US 15-501 Study, Greenways Master Plan
 - Hillsborough: Comprehensive Sustainability Plan, NC 86 Connector Study, South Churton Street Multimodal Corridor Study, Community Connectivity Plan, Strategic Plan FY2024-26
 - Mebane: 2040 CTP, Bicycle and Pedestrian Transportation Plan, Traffic Separation Study
- DCHC MPO noted there is a congestion management plan that is ongoing.
 - DCHC MPO noted the first phase of the US 70 Study will be completed in February 2024. A phase II of the project will occur afterwards.
 - The Hillsborough South Churton Street Study is still ongoing and will be completed around February 2024.
 - DCHC MPO noted that Hillsborough recently completed a greenway study as well.

Agency Coordination & Data Collection

- All agencies have been contacted regarding the project.
- Data collection will continue through the end of December.
- TARPO noted that Julie Bogle at NCDOT could provide a geodatabase with CTP recommendations.
- DCHC MPO uses TRM for safety data.

Mapping

- The project report and static mapping will focus on the unincorporated areas of Orange County. There will be an online version of the maps as well.
- Mapping will have a separate layer showing crash data, Community Viz, and other relevant data.
- Once data has been collected, the CTT will review the draft map. The team will utilize NCDOT guidelines to determine standards for symbology.
- DCHC MPO noted the project should include information needed for CTP projects and that the output of this work should help the MPO update its next CTP in 1-2 years.

Next Steps

- Agencies should send all data by the end of December.
- WSP will develop draft mapping to review symbology with the team.
- WSP will begin to conduct a policy review of the adopted plans.
- WSP will schedule an engagement kick-off/PEP review. There will be two in-person meetings for the public engagement portion of the project.



MEETING MINUTES

ACTION ITEMS

ACTION	RESPONSIBLE PARTY	DUE BY
Obtain NCDOT mapping and symbology guidelines.	WSP	12/18
Reach out to NCDOT for CTP geodatabase.	WSP	12/22
Review the list of included plans to ensure it is complete.	BGMPO, DCHC MPO, TARPO, Orange County	12/22
Send appropriate plans and shapefiles for the included plans.	BGMPO, DCHC MPO, TARPO, Orange County	12/27
Send any relevant background data (like traffic, safety, community analysis) that should be included in the project.	BGMPO, DCHC MPO, TARPO, Orange County	12/29



Orange County Transportation Multimodal Plan

CTT MEETING 3 – JAN 8, 2024

Agenda

- Schedule
- Data Collection
- Symbology Template
- Attributes Review
- Next Steps

Data Collection

- Remaining Data Needed
 - BGMPO: CTP
 - Town of Carrboro
- Ongoing Plans
 - BGMPO: Regional Transit Feasibility Study
 - DCHC MPO: Congestion Management Plan
 - DCHC MPO: US 70 Corridor Study
 - Mebane: Bicycle & Pedestrian Transportation Plan

Symbology Template

○ NCDOT CTP standards

Highway

<p>Freeways</p> <p> Existing</p> <p> Needs Improvement</p> <p> Recommended</p>	<p>Other Major Thoroughfares</p> <p> Existing</p> <p> Needs Improvement</p> <p> Recommended</p>
<p>Expressways</p> <p> Existing</p> <p> Needs Improvement</p> <p> Recommended</p>	<p>Minor Thoroughfares</p> <p> Existing</p> <p> Needs Improvement</p> <p> Recommended</p>
<p>Boulevards</p> <p> Existing</p> <p> Needs Improvement</p> <p> Recommended</p>	<p> Existing Interchange</p> <p> Proposed Interchange</p> <p> Existing Grade Separation</p> <p> Proposed Grade Separation</p>

Transit

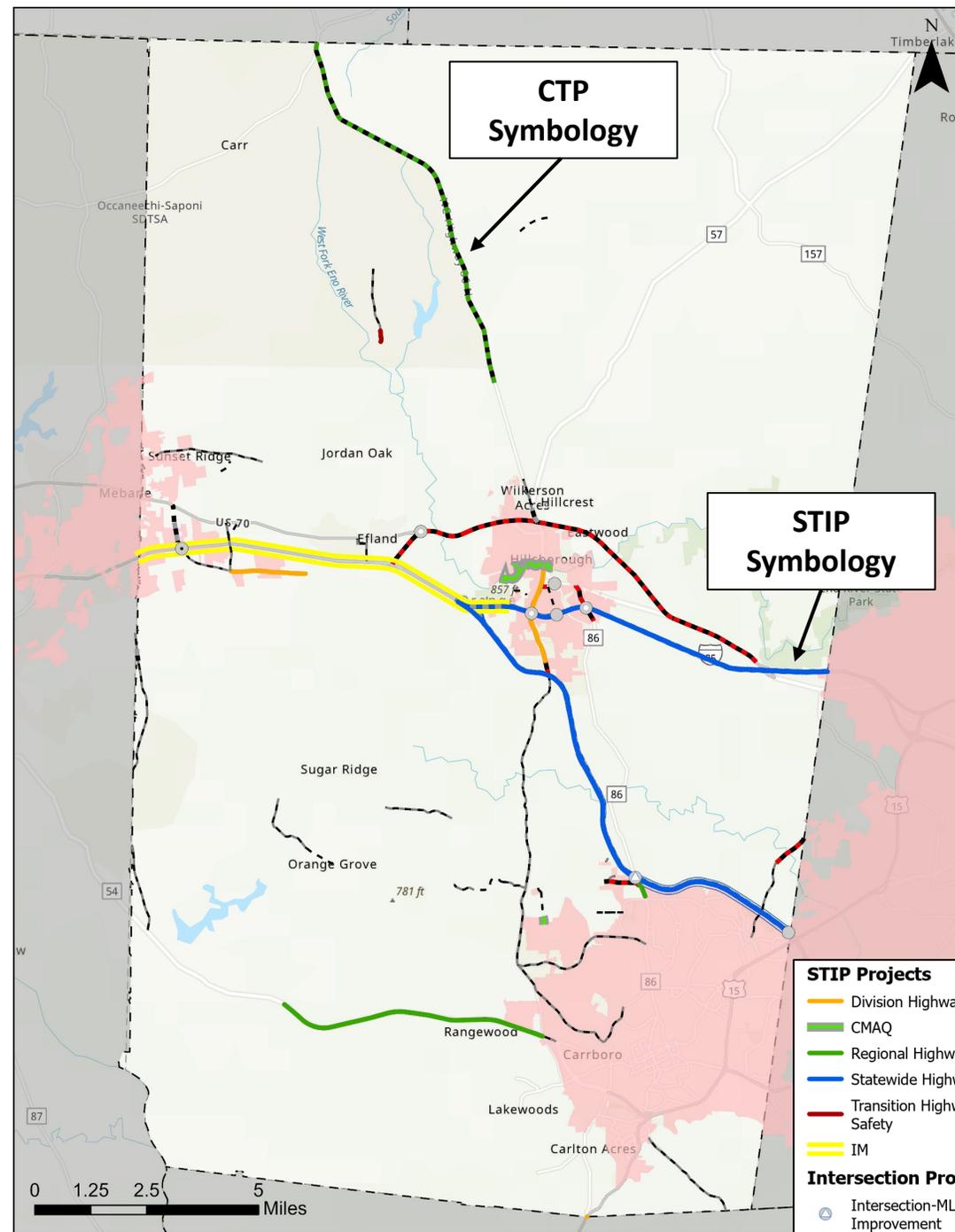
<p>Bus Routes</p> <p> Existing</p> <p> Needs Improvement</p> <p> Recommended</p>	<p>Rail Corridor</p> <p> Active</p> <p> Inactive</p> <p> Recommended</p>	<p>Intermodal Connector</p> <p> Existing</p> <p> Recommended</p>
<p>Fixed Guideway</p> <p> Existing</p> <p> Needs Improvement</p> <p> Recommended</p>	<p>High Speed Rail Corridor</p> <p> Existing</p> <p> Recommended</p>	<p>Rail Stops</p> <p> Existing</p> <p> Recommended</p>
<p>Operational Strategies</p> <p> Existing</p> <p> Needs Improvement</p> <p> Recommended</p>	<p>Park and Ride Lot</p> <p> Existing</p> <p> Recommended</p>	

Bike & Ped

<p>On-road</p> <p> Existing</p> <p> Needs Improvement</p> <p> Recommended</p>	<p>Multi-Use Paths</p> <p> Existing</p> <p> Needs Improvement</p> <p> Recommended</p>
<p>Off-road</p> <p> Existing</p> <p> Needs Improvement</p> <p> Recommended</p>	<p> Existing Grade Separation</p> <p> Proposed Grade Separation</p> <p> North Carolina Bike Route</p>

Example Mapping (Highway Projects)

- Focus on unincorporated Orange County
- Combine standard STIP and CTP symbology
- HMIP Projects to be added



STIP Projects		Highway Projects	
Division Highway	Intersection, Needs Improvement	Expressway, Needs Improvement	Freeway, Needs Improvement
CMAQ	Grade Separation, Recommended	Boulevard, Recommended	Boulevard, Needs Improvement
Regional Highway	Intersection, Recommended	Boulevard, Needs Improvement	Major Thoroughfare, Needs Improvement
Transition Highway Safety	Intersection-ML, Needs Improvement	Minor Thoroughfare, Recommended	Minor Thoroughfare, Needs Improvement
IM		Freeway ML, Needs Improvement	

Attributes Review

Primary

Field	Details
Project Name	
Mode	Highway, bicycle, pedestrian, rail, transit, intersection
Facility/ Route	Road name, trail name, rail track
From	Terminus 1
To	Terminus 2
Recommendation	Include description of proposed improvements
Funded (Y/N)	Indicate whether the project has funding or not
Plan	Plans that include this project
Notes	
SPOT Category	SPOT project, modernization or mobility or none

Secondary

Field	Details
Current Cross Section	NCDOT Section Type
Proposed Cross Section	NCDOT Section Type
Current Volume	
Future Volume	
Current VC Ratio	
Future VC Ratio	
Link	URL
Existing Lanes	# of lanes
Proposed Lanes	# of lanes
Cost	Official cost estimate (if available)
Regional Significance	Y or N
Federal Class	Arterial, collector, local, etc.
Agency / Operator	For Transit Routes and Rail
Direction	Primarily for transit routes
Track Type	For rail. Industry, siding, main, etc.

Next Steps

- Projects Table
- Draft Maps
- Policy review
- Public engagement kickoff and plan – end of February



MEETING MINUTES

PROJECT NAME	Orange County Transportation Multimodal Plan
DATE	08 January 2024
TIME	3:00 pm
VENUE	Microsoft Teams
SUBJECT	Core Technical Team Meeting 3

ATTENDEES	ORGANIZATION	ATTENDEES	ORGANIZATION
Nishith Trivedi	Orange County	David Miller	DCHC MPO
Nishant Shah	NCDOT Division 7	Karyl Fuller	TARPO
Nicholas Morrison	NCDOT IMD	Shivang Shelat	WSP
Wannetta Mallette	BGMPO		

MEETING SUMMARY

Project Schedule

- The project is currently in the agency coordination, data collection, and maps and projects portion of the schedule.

Data Collection

- WSP noted that the following plans are still awaited:
 - BGMPO: CTP
 - Wannetta Mallette uploaded the CTP shapefiles on project SharePoint.
 - Carrboro: Updated Bike Plan, 2022-2042 Comprehensive Plan
 - Shivang to send the last correspondence with Carrboro to Nish
- The following ongoing plans will be included after their adoption
 - BGMPO: Regional Transit Feasibility Study
 - DCHC MPO: Congestion Management Plan
 - DCHC MPO: US 70 Corridor Study
 - Mebane: Bicycle & Pedestrian Transportation Plan



MEETING MINUTES

Symbology Template

- A combination of NCDOT CTP mapping standards and the STIP standards will be used to create maps.
- The MTP projects will use the CTP symbology

Attributes Review

- Add Keys.
 - Add all applicable project keys or IDs from the plan(s) that include the project.
 - Could be single or multiple attribute fields
- Add a separate 'multimodal' field.
 - This field will include which type of multimodal improvements are planned on highway projects.
- Add attributes for performance measures.
 - There are 9 criteria in NCDOT performance measures. Data is available for some of them
 - Section Safety Score
 - Pavement conditions for NCDOT maintained roads
 - Truck percentages (to determine freight traffic)
 - Check TRM for other performance measures

Next Steps

- Complete the 'Projects Table'.
- Complete the first draft of consolidated maps.
- Complete the policy review of studies
- .PE kickoff and PEP to be developed towards the end of February

ACTION ITEMS

ACTION	RESPONSIBLE PARTY	DUE BY
Forward the communication with Carrboro to Nish.	WSP	01/10
Update attributes table based on the discussion in the meeting.	WSP	01/16
Check TRM for additional performance measure attributes	WSP	01/10



Orange County Transportation Multimodal Plan

CTT MEETING 4 – FEB 12, 2024

Agenda

- Schedule
- Data Collection
- Symbology Template
- Mapping Discussion
- Next Steps

Project Schedule

Schedule as of Nov 1 2023	6-Nov-23	13-Nov-23	20-Nov-23	27-Nov-23	4-Dec-23	11-Dec-23	18-Dec-23	25-Dec-23	1-Jan-24	8-Jan-24	15-Jan-24	22-Jan-24	29-Jan-24	5-Feb-24	12-Feb-24	19-Feb-24	26-Feb-24	4-Mar-24	11-Mar-24	18-Mar-24	25-Mar-24	1-Apr-24	8-Apr-24	15-Apr-24	22-Apr-24	29-Apr-24	6-May-24	13-May-24	20-May-24	27-May-24	3-Jun-24	10-Jun-24	17-Jun-24	24-Jun-24
A1 - Kickoff	█																																	
A2 - Setup																																		
A3 - Progress Meetings				█				█				█					█				█			█						█				
A4 - CTT		█				█				█					█				█				█					█				█		
A5 - Agency			█	█	█	█																												
A6 - Board																																	█	█
B1 - Adopted Plans List		█																																
B2 - Data Collection			█	█	█	█																												
B3 - Map and Projects					█	█	█	█	█	█	█	█	█																					
C1 - Gap Analysis														█	█	█																		
C2 - Improvements														█	█	█																		
D1 - Coordination																	█																	
D2 - Materials																	█	█	█	█														
D3 - Public meeting																							█											
D4 - Survey																							█	█	█									
D5 - PE Report																								█										
E1 - Prioritization																								█	█	█								
E2 - Action Plan																										█	█							
E3 - Report and Map																											█	█	█	█	█			

Data Collection

Ongoing Plans

- BGMPO: Regional Transit Feasibility Study
- DCHC MPO: Congestion Management Plan
- DCHC MPO: US 70 Corridor Study
- Mebane: Bicycle & Pedestrian Transportation Plan

Symbology Template

○ NCDOT **new** CTP standards

Highway

Proposal ID # Improve New Location

Congestion / Mobility
(e.g., add lanes)



Access Management / Operations
(e.g., add median)



Modernization
(e.g., widen lanes, add turn lanes)



Other
(e.g., safety, economic development)



Interchange



Bridge / Overpass



Intersection



Public Transportation & Rail

Proposal ID # Existing Proposed

Urban Fixed Bus Corridors



Regional Bus Corridors



Rural Fixed Bus Corridors



Fixed Guideway



Amtrak / Freight Route



Current Railroad



Transit Facility



Park and Ride Lot



Amtrak Station



Intermodal Terminal



Bike & Ped

Proposal ID # Existing Proposed

Bicycle



Pedestrian



Bicycle and Pedestrian



Multiuse Path



Bicycle and Pedestrian Bridge

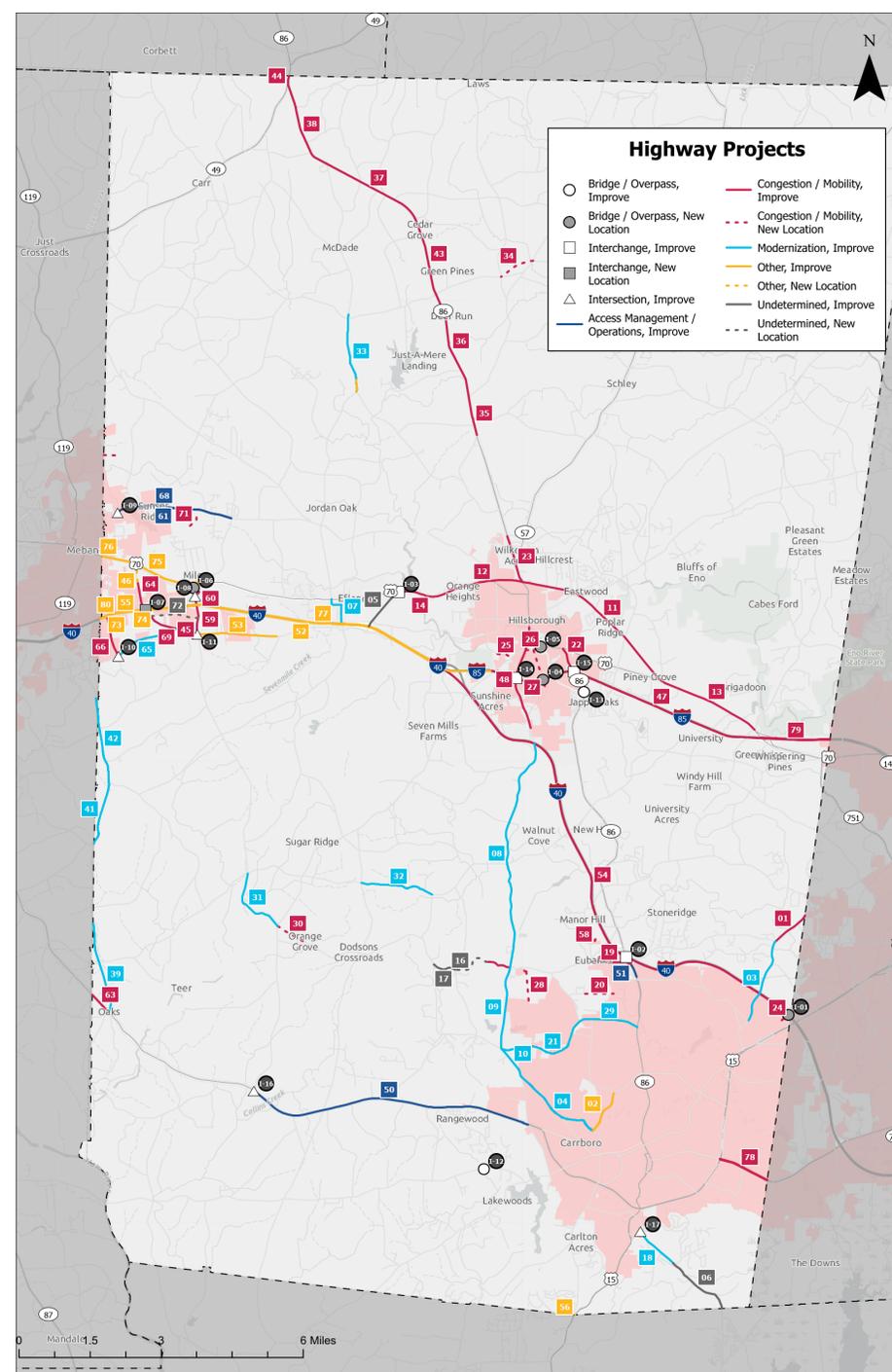


Denotes Highway Incidental



Highway Projects Discussion

- Inset maps for Mebane area, Hillsborough area, and others as needed
- Project ID Numbering
 - 1-199 for line highway projects
 - 200+ for point highway projects
- Undetermined Project Type



Next Steps

- Bike & pedestrian projects
- Public transportation & rail projects
- Gap analysis and improvements
- Policy review
- Public engagement kickoff and plan



MEETING MINUTES

PROJECT NAME	Orange County Transportation Multimodal Plan
DATE	12 February 2024
TIME	3:00 pm
VENUE	Microsoft Teams
SUBJECT	Core Technical Team Meeting 4

ATTENDEES	ORGANIZATION	ATTENDEES	ORGANIZATION
Nishith Trivedi	Orange County	David Miller	DCHC MPO
Nishant Shah	NCDOT Division 7	Shivang Shelat	WSP
Chad Reimakoski	NCDOT Division 7	Alexa Kennedy	WSP
Wannetta Mallette	BGMPO		

MEETING SUMMARY

Project Schedule

- Maps and projects are ongoing and will be completed soon. The gap analysis will commence once the list of projects is complete.

Data Collection

- The following ongoing plans will be included after their adoption
 - BGMPO: Regional Transit Feasibility Study
 - DCHC MPO: Congestion Management Plan
 - DCHC MPO: US 70 Corridor Study
 - Mebane: Bicycle & Pedestrian Transportation Plan

Symbology Template

- WSP reviewed the new DOT CTP symbology. Highway symbology now categorizes projects into four different types: congestion/mobility, access management/operations, modernization, and other (safety, economic development, etc.).



MEETING MINUTES

- Because this project's focus is on transportation recommendations, the existing public transportation and rail and bike and pedestrian facilities will not be shown on the maps.

Highway Projects Discussion

- WSP reviewed the draft highway projects map.
- Inset maps will be created for the Mebane area, Hillsborough area, and other areas as needed.
- This project's focus is on the unincorporated areas of Orange County, so any projects that lie solely within a municipal boundary were removed.
- Project IDs will be numbered to leave a buffer for any future projects to be added.
- The CTT team discussed the symbology for intersection, interchange, and grade separation projects. It was decided to use a single symbol with the Project ID for simplicity.

Next Steps

- Complete the Projects Table and maps for bike and pedestrian projects.
- Complete the Projects Table and maps for public transportation and rail projects.
- Perform a gap analysis and identify improvements.
- Complete the policy review of studies.
- PE kickoff and PEP to be developed towards the end of February.
 - DCHC MPO requested information on the public meetings to publicize.

ACTION ITEMS

ACTION	RESPONSIBLE PARTY	DUE BY
Update the highway projects mapping per the CTT discussion.	WSP	02/19
CTT members review highway projects mapping and projects table.	CTT	02/27
Send information on public meetings to CTT members to publicize.	WSP	03/11



Orange County Transportation Multimodal Plan

CTT MEETING 5 – MAR 11, 2024

Agenda

- Schedule
- Ongoing Plans Update
- Mapping Discussion
- Public Engagement
- Next Steps

Project Schedule

Schedule as of Nov 1 2023	6-Nov-23	13-Nov-23	20-Nov-23	27-Nov-23	4-Dec-23	11-Dec-23	18-Dec-23	25-Dec-23	1-Jan-24	8-Jan-24	15-Jan-24	22-Jan-24	29-Jan-24	5-Feb-24	12-Feb-24	19-Feb-24	26-Feb-24	4-Mar-24	11-Mar-24	18-Mar-24	25-Mar-24	1-Apr-24	8-Apr-24	15-Apr-24	22-Apr-24	29-Apr-24	6-May-24	13-May-24	20-May-24	27-May-24	3-Jun-24	10-Jun-24	17-Jun-24	24-Jun-24
A1 - Kickoff	█																																	
A2 - Setup																																		
A3 - Progress Meetings				█				█				█					█				█			█					█					
A4 - CTT		█				█				█					█				█			█					█				█			
A5 - Agency			█	█	█	█																	█											
A6 - Board																																█	█	
B1 - Adopted Plans List		█																																
B2 - Data Collection			█	█	█	█																												
B3 - Map and Projects					█	█	█	█	█	█	█	█	█																					
C1 - Gap Analysis													█	█	█																			
C2 - Improvements														█	█	█																		
D1 - Coordination																	█																	
D2 - Materials																		█	█	█	█													
D3 - Public meeting																							█											
D4 - Survey																							█	█	█									
D5 - PE Report																									█									
E1 - Prioritization																										█	█	█						
E2 - Action Plan																											█	█	█					
E3 - Report and Map																													█	█	█	█		

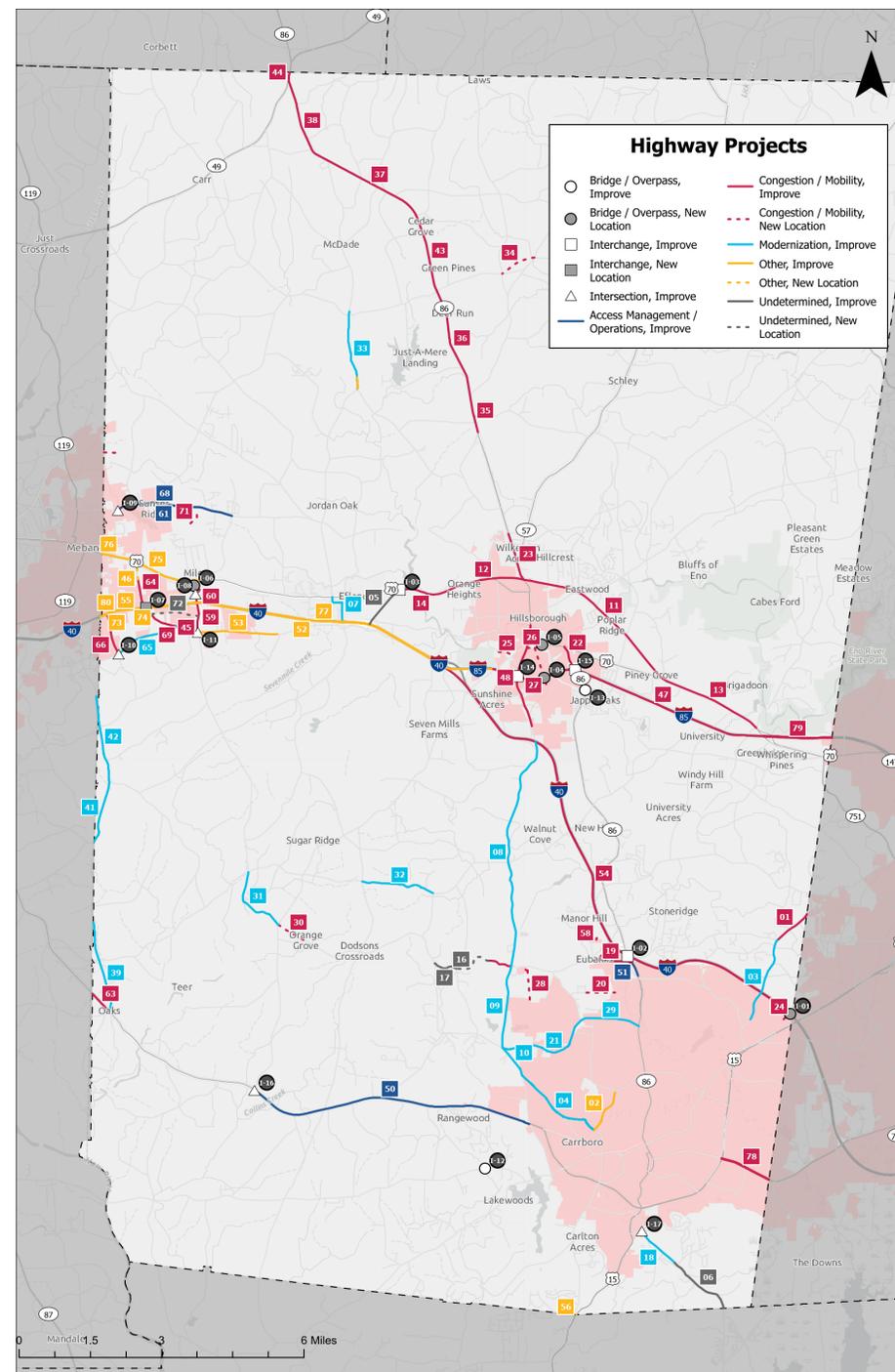
Ongoing Plans Update

Ongoing Plans

- BGMPO: Regional Transit Feasibility Study
 - DCHC MPO: Congestion Management Plan
 - DCHC MPO: US 70 Corridor Study
 - Mebane: Bicycle & Pedestrian Transportation Plan
-
- Adoption status
 - Any data to include?

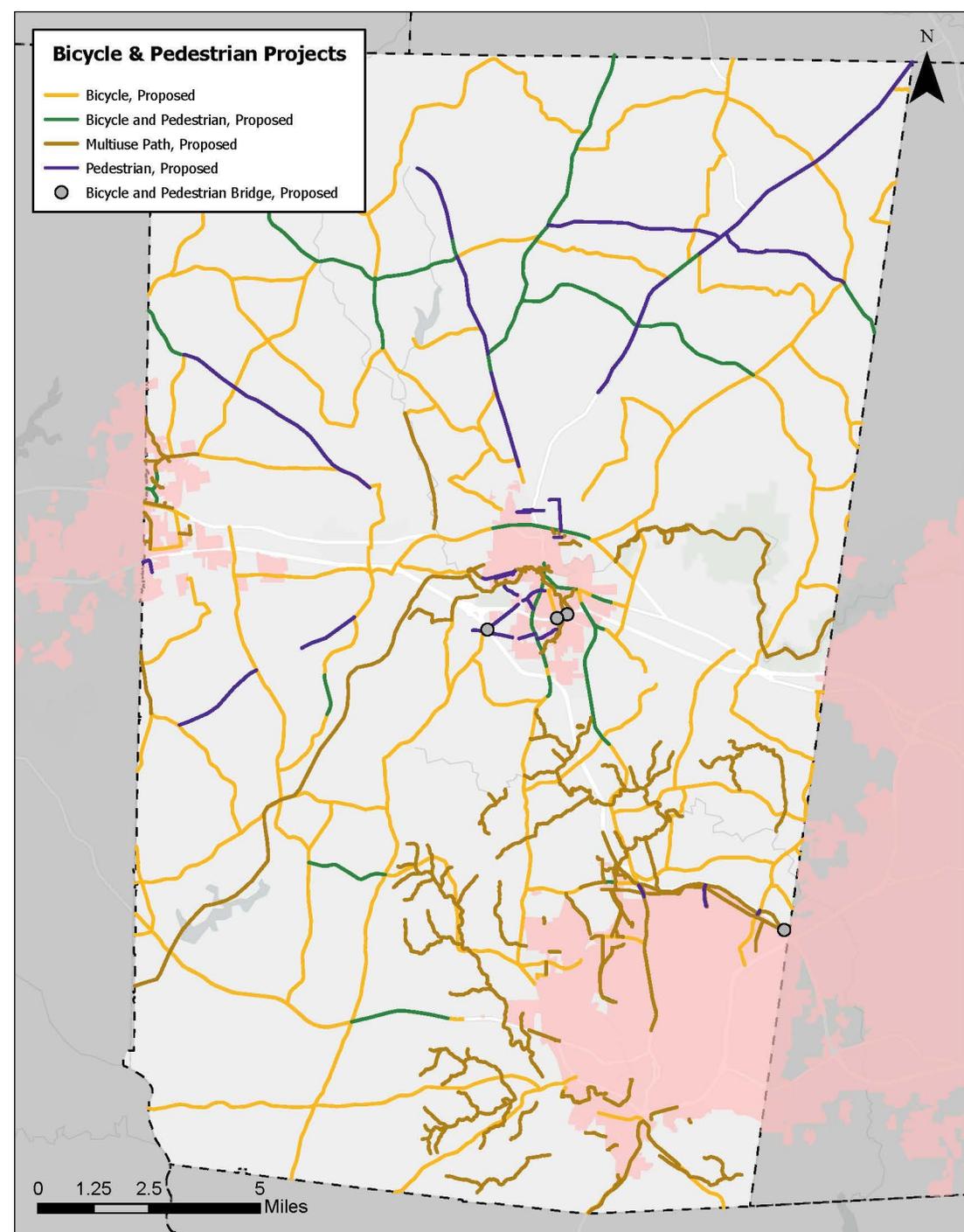
Highway Projects Discussion

- Inset maps for Mebane area, Hillsborough area, and others as needed
- Project ID Numbering
 - 1-199 for line highway projects
 - 200+ for point highway projects
- Undetermined Project Type



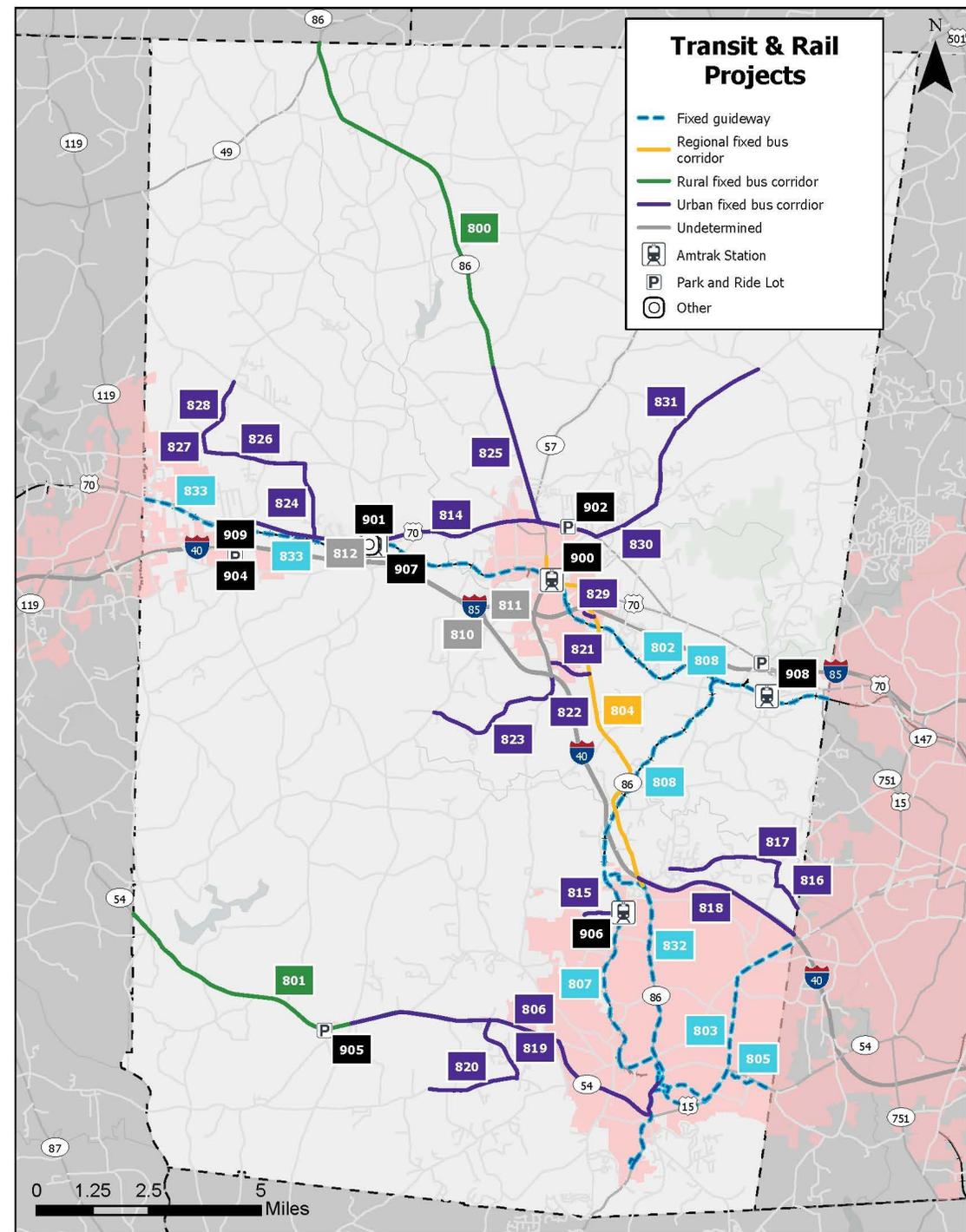
Bicycle & Pedestrian Projects Discussion

- Inset maps for Mebane area, Hillsborough area, and others as needed
- Project ID Numbering
 - 300-699 for line projects
 - 700-799 for point projects
- Consolidated projects on same road



Transit & Rail Projects Discussion

- Inset maps for Mebane area, Hillsborough area, and others as needed
- Project ID Numbering
 - 800-899 for line projects
 - 900-999 for point projects
- Undetermined Project type: Op Strategy



Public Engagement

- Public Meetings
 - April 23 4-7pm
 - April 25 4-7pm
- Location update from Orange County
 - Whitted Building BOCC Meeting Room
 - North Campus Multipurpose Room

Next Steps

- Gap analysis and improvements
- Inset mapping
- Public engagement materials



MEETING MINUTES

PROJECT NAME	Orange County Transportation Multimodal Plan
DATE	11 March 2024
TIME	3:00 pm
VENUE	Microsoft Teams
SUBJECT	Core Technical Team Meeting 5

ATTENDEES	ORGANIZATION	ATTENDEES	ORGANIZATION
Nishith Trivedi	Orange County	David Miller	DCHC MPO
Chad Reimakoski	NCDOT Division 7	Shivang Shelat	WSP
Karyl Fuller	TARPO	Alexa Kennedy	WSP
Wannetta Mallette	BGMPO		

MEETING SUMMARY

Project Schedule

- Gap analysis and improvements are ongoing. Development of materials for the public meeting are beginning.

Ongoing Plans Update

- The following ongoing plans will be included after their adoption
 - BGMPO: Regional Transit Feasibility Study
 - DCHC MPO: Congestion Management Plan
 - DCHC MPO: US 70 Corridor Study
 - Mebane: Bicycle & Pedestrian Transportation Plan
- WSP inquired if any of the above plans have been adopted and if there's any data that needs to be included in the TMP.
- DCHC MPO noted the Congestion Management Plan is still ongoing and the US 70 Corridor Study is going into a second phase.
- Orange County noted there is an Orange County US 70 Corridor Study, which is being adopted next month. The Orange County US 70 study covers the western portion, while the DCHC MPO US 70 study covers the eastern portion.



MEETING MINUTES

- Orange County noted the Mebane Bike Plan was adopted last week, but it will not influence this project.
- BGMPO noted the Regional Transit Feasibility Study will be presented for adoption on March 19. There were some substantial comments previously, so it's best to wait until after the plan is adopted to include the data in the TMP.

Mapping Discussion

- WSP reviewed the highway projects map.
- Orange County noted that NC 86 and NC 54 should include the whole corridors for highway recommendations. The US 70 Corridor Study will supersede the existing recommendations and will be a county priority.
- WSP reviewed the bicycle and pedestrian map, as well as the transit and rail map. CTT members will review the mapping and projects table to ensure recommendations aren't missing.

Public Engagement

- Two public meetings for the project are scheduled.
 - April 23rd, 4-7pm. Location is tentatively set for the Whitted Building BOCC Meeting Room.
 - April 25th, 4-7pm at the North Campus Multipurpose Room.
- WSP will send confirmation and language to the CTT once the locations are confirmed for the public meetings.
- WSP will put together materials for a media blast.
- Orange County noted that all of the projects in the TMP have already undergone separate public engagement processes, so these meetings are just to show the full picture and provide an opportunity for additional comment.

Next Steps

- Complete the gap analysis and identify improvements.
- Complete the inset mapping.
- Prepare materials for the public meetings.

ACTION ITEMS

ACTION	RESPONSIBLE PARTY	DUE BY
Confirm the location for the April 23 public meeting.	Orange County	03/13
Send public meeting details to CTT members.	WSP	03/13
Review the mapping and projects tables for any missing information or errors.	CTT	03/26



Orange County Transportation Multimodal Plan

CTT MEETING 6 – APR 8, 2024

Agenda

- Schedule
- Ongoing Plans Update
- Mapping Update
- Public Engagement
- Policy Recommendations
- Next Steps

Project Schedule

Schedule as of Nov 1 2023	6-Nov-23	13-Nov-23	20-Nov-23	27-Nov-23	4-Dec-23	11-Dec-23	18-Dec-23	25-Dec-23	1-Jan-24	8-Jan-24	15-Jan-24	22-Jan-24	29-Jan-24	5-Feb-24	12-Feb-24	19-Feb-24	26-Feb-24	4-Mar-24	11-Mar-24	18-Mar-24	25-Mar-24	1-Apr-24	8-Apr-24	15-Apr-24	22-Apr-24	29-Apr-24	6-May-24	13-May-24	20-May-24	27-May-24	3-Jun-24	10-Jun-24	17-Jun-24	24-Jun-24
A1 - Kickoff	█																																	
A2 - Setup																																		
A3 - Progress Meetings				█				█				█					█							█										
A4 - CTT		█				█				█					█				█				█				█						█	
A5 - Agency			█	█	█	█																												
A6 - Board																																█	█	
B1 - Adopted Plans List		█																																
B2 - Data Collection			█	█	█	█																												
B3 - Map and Projects					█	█	█	█	█	█	█	█	█																					
C1 - Gap Analysis														█	█	█																		
C2 - Improvements														█	█	█																		
D1 - Coordination																	█																	
D2 - Materials																		█	█	█	█													
D3 - Public meeting																							█											
D4 - Survey																							█	█	█									
D5 - PE Report																									█									
E1 - Prioritization																									█	█	█							
E2 - Action Plan																										█	█	█						
E3 - Report and Map																											█	█	█	█	█			

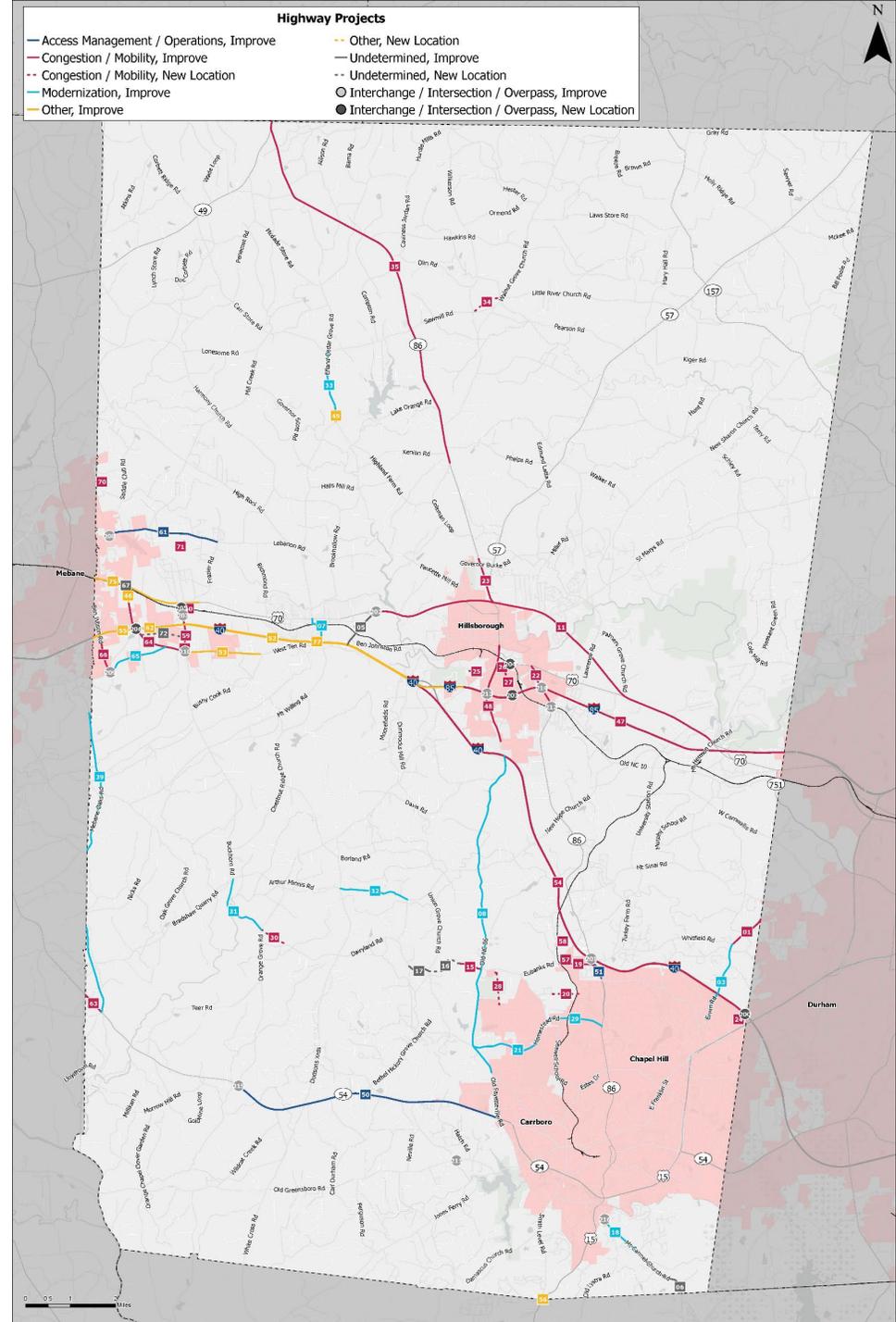
Ongoing Plans Update

Ongoing Plans

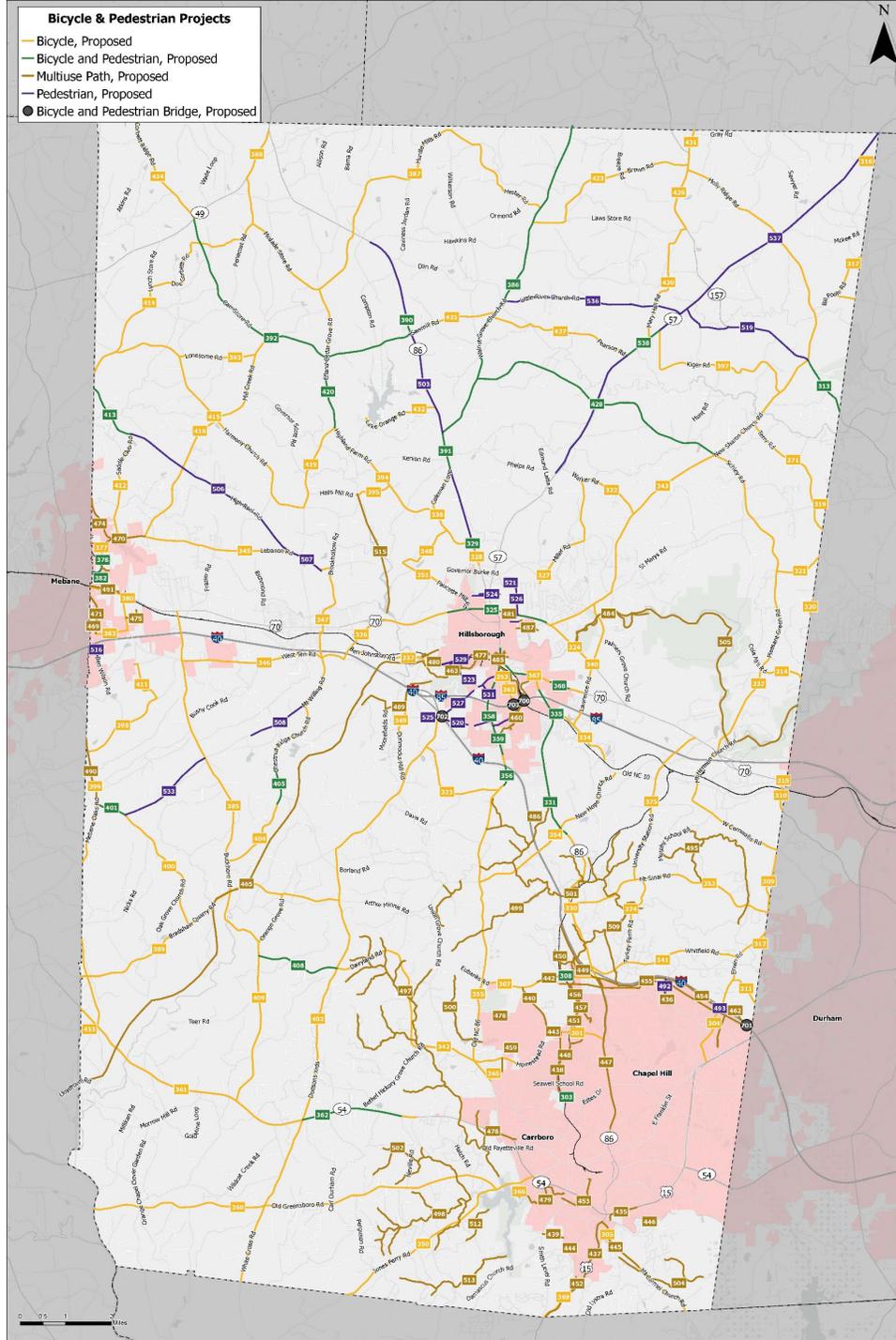
- BGMPO: Regional Transit Feasibility Study
- DCHC MPO: Congestion Management Plan
- Orange County US 70 Corridor Study

- Adoption status
- Any data to include?

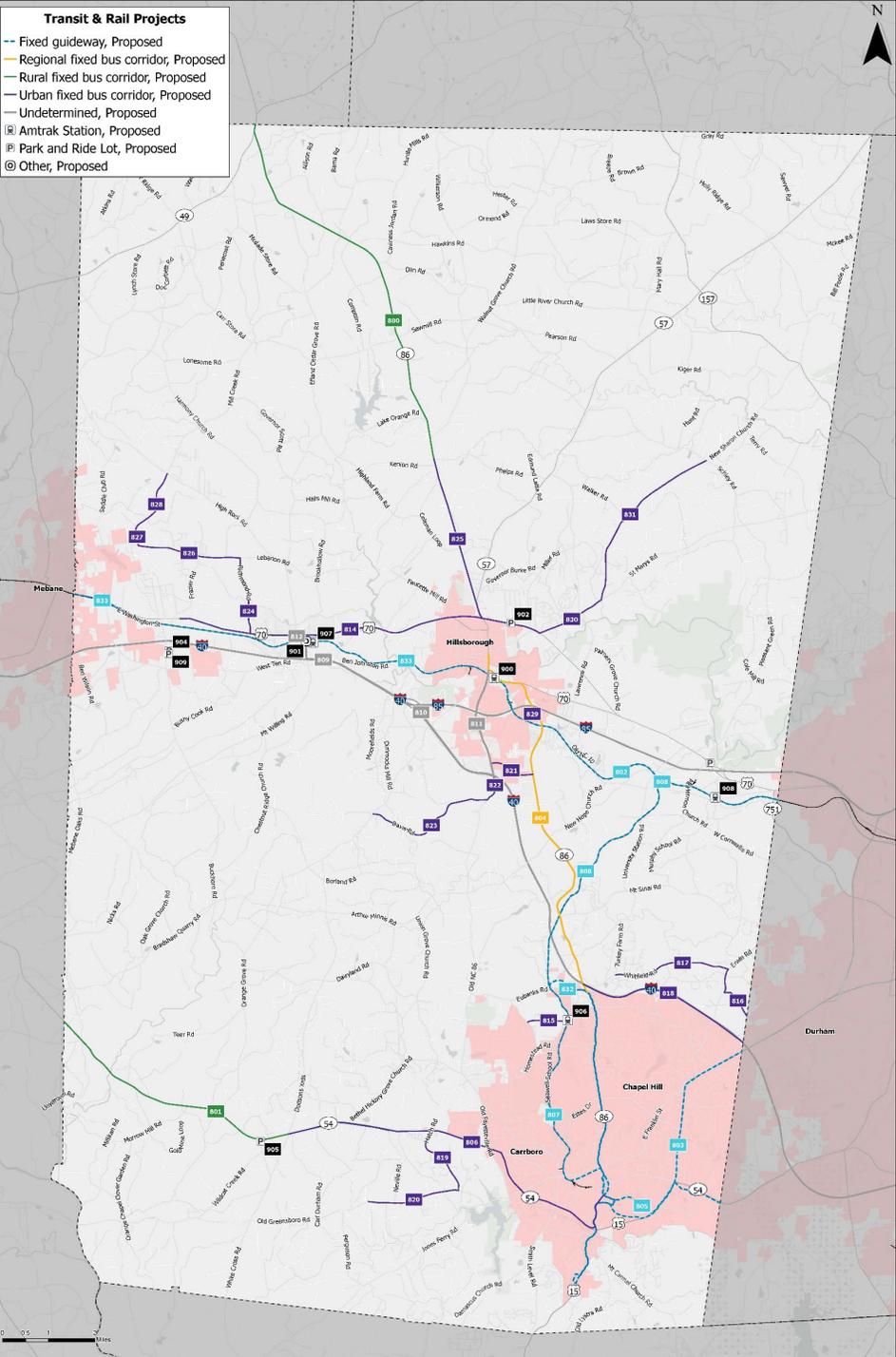
Highway Projects



Bicycle & Pedestrian Projects



Transit & Rail Projects



Public Engagement

- Public Meetings
 - April 23 4-7pm Whitted Building (300 W Tryon St, Hillsborough)
 - April 25 4-7pm Bonnie B. Davis Agricultural Center (1020 US 70, Hillsborough)
- Spanish translation of materials
- Focus on prioritizing projects by mode (roadway, bike-ped, transit)
- Website: <https://www.orangecountync.gov/3349/Transportation-Multimodal-Plan>
- Survey open until May 3: <https://www.surveyhero.com/c/OrangeCtyTMP>

The Orange County Transportation Multimodal Plan (TMP) is a strategic framework that integrates various modes of transportation to create a balanced and interconnected system. It consolidates projects and programs from existing plans, providing a countywide perspective on transportation initiatives. By identifying gaps in the unincorporated areas of the county and providing recommendations to address underserved communities, the TMP aims to ensure equitable access to transportation resources across Orange County.

The TMP will ultimately develop a method for prioritizing projects based on factors such as cost, impacts, needs, and benefits, and will create an action plan that outlines the steps to implement the prioritized projects.

The project area includes all of Orange County's unincorporated areas and includes projects developed by the following transportation agencies:

- Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO)
- Burlington-Graham Metropolitan Planning Organization (BGMPO)
- Triangle Area Regional Planning Organization (TARPO)
- North Carolina Department of Transportation (NCDOT) Division 7 and Region D
- City of Mebane
- Town of Hillsborough
- Town of Carrboro
- Town of Chapel Hill

Roadway Projects

There are 97 roadway and highway projects planned in the study area. Roadway projects include intersection and interchange improvements, new bridges/overpass locations.

Transit & Rail Projects

There are 34 transit and rail projects planned in the study area. These projects include mostly new transit routes such as rural fixed bus corridors, commuter rail transit, bus rapid transit invested, express buses, and other improvements that serve existing transit routes.

Bicycle & Pedestrian Projects

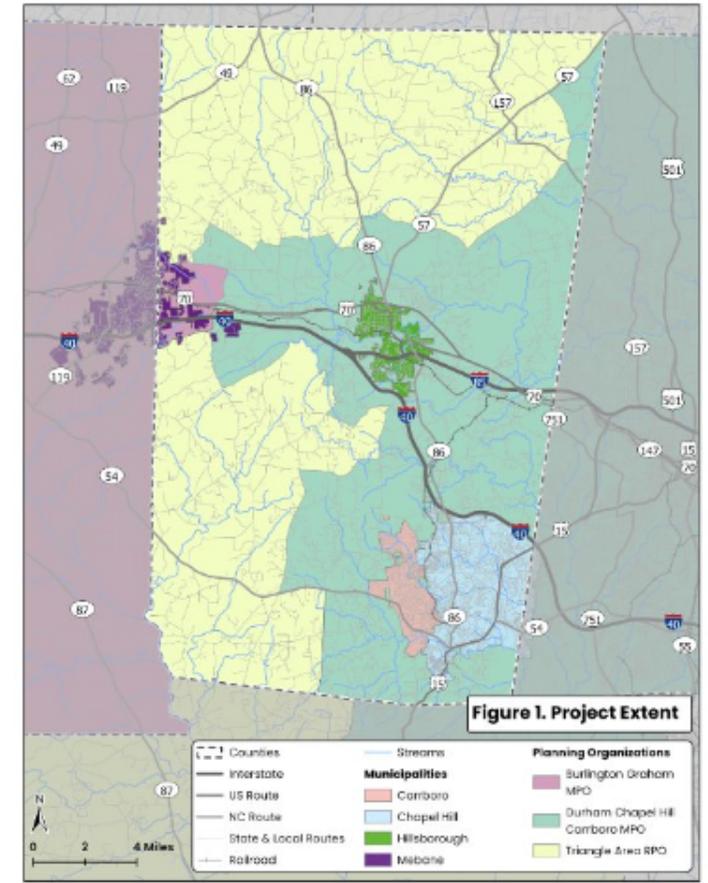
There are over 220 bicycle and pedestrian projects planned throughout the study area. The projects include on-road bike paths/lanes, paved shoulder, pedestrian bridge, greenways, multiuse paths, new and improvements to existing sidewalks, and off-road paths.

Project Area

Over the past few years, various transportation agencies with jurisdiction within Orange County have adopted more than 30 plans and ordinances. This plan aims to consolidate the recommendations and regulations from all these plans to one single platform to allow a more cohesive and strategic approach to addressing multimodal needs and prioritizing projects.

Get Involved!

Community engagement is vital to the success of the TMP. We encourage residents, businesses, and stakeholders to provide feedback, attend public meetings, and stay informed. Your input will help shape the future of transportation in Orange County.



Take Our Online Survey!

An online version of the survey is available until May 3. Scan the QR or request a paper survey to provide feedback that will help guide how projects will be prioritized.

<https://www.surveyhero.com/c/OrangeCityTMP>



To learn more, and find other way to stay informed, visit our website at:

www.orangecountync.gov/TMP

Policy Recommendations Update

- Reviewed 370 policies from included plans
- Consolidation in progress

Next Steps

- Public meetings and survey results
- Prioritization
- Finish gap analysis and improvements
- Policy consolidation



MEETING MINUTES

PROJECT NAME	Orange County Transportation Multimodal Plan
DATE	08 April 2024
TIME	4:00 pm
VENUE	Microsoft Teams
SUBJECT	Core Technical Team Meeting 6

ATTENDEES	ORGANIZATION	ATTENDEES	ORGANIZATION
Nishith Trivedi	Orange County	Sarah Parkins	WSP
Chad Reimakoski	NCDOT Division 7	Alexa Kennedy	WSP
Shivang Shelat	WSP		

MEETING SUMMARY

Project Schedule

- Gap analysis and improvements are ongoing. Development of materials for the public meeting are in progress.

Ongoing Plans Update

- The following ongoing plans will be included after their adoption:
 - BGMPO: Regional Transit Feasibility Study
 - DCHC MPO: Congestion Management Plan
 - Orange County US 70 Corridor Study
- WSP inquired if any of the above plans have been adopted and if there's any data that needs to be included in the TMP.
- Orange County noted the US 70 Corridor Study is being finished and will go to the OUT Board for approval.

Mapping Update

- WSP reviewed the revised highway, bicycle and pedestrian, and transit and rail projects maps.

Public Engagement



MEETING MINUTES

- Two public meetings for the project are scheduled.
 - April 23rd, 4-7pm, Whitted Building (300 W Tryon St, Hillsborough)
 - April 25th, 4-7pm, Bonnie B. Davis Agricultural Center (1020 US 70, Hillsborough)
- WSP is preparing Spanish translations of the meeting materials.
- Public engagement will focus on prioritizing projects by mode (roadway, bike-ped, transit).
- The website can be found here: <https://www.orangecountync.gov/3349/Transportation-Multimodal-Plan>
- The survey will be open until May 3: <https://www.surveyhero.com/c/OrangeCtyTMP>

Policy Recommendations

- 370 policies have been reviewed from the included plans. WSP is working on consolidating these.

Next Steps

- Hold public meetings and summarize survey results.
- Complete the gap analysis and improvements.
- Begin project prioritization.
- Complete the policy consolidation.

ACTION ITEMS

ACTION	RESPONSIBLE PARTY	DUE BY
Send draft GIS files to Orange County.	WSP	04/12



Orange County Transportation Multimodal Plan

CTT MEETING 7 – MAY 13, 2024

Agenda

- Schedule
- Ongoing Plans Update
- Mapping Update
- Policy Recommendations
- Public Engagement
- Next Steps

Project Schedule

Schedule as of Nov 1 2023	6-Nov-23	13-Nov-23	20-Nov-23	27-Nov-23	4-Dec-23	11-Dec-23	18-Dec-23	25-Dec-23	1-Jan-24	8-Jan-24	15-Jan-24	22-Jan-24	29-Jan-24	5-Feb-24	12-Feb-24	19-Feb-24	26-Feb-24	4-Mar-24	11-Mar-24	18-Mar-24	25-Mar-24	1-Apr-24	8-Apr-24	15-Apr-24	22-Apr-24	29-Apr-24	6-May-24	13-May-24	20-May-24	27-May-24	3-Jun-24	10-Jun-24	17-Jun-24	24-Jun-24
A1 - Kickoff	█																																	
A2 - Setup	█																																	
A3 - Progress Meetings				█				█				█					█			█				█										
A4 - CTT		█				█				█					█				█				█					█						
A5 - Agency			█	█	█	█																												
A6 - Board																																	█	█
B1 - Adopted Plans List		█																																
B2 - Data Collection			█	█	█	█																												
B3 - Map and Projects					█	█	█	█	█	█	█	█	█																					
C1 - Gap Analysis													█	█	█																			
C2 - Improvements														█	█	█																		
D1 - Coordination																	█																	
D2 - Materials																		█	█	█	█													
D3 - Public meeting																								█										
D4 - Survey																							█	█	█									
D5 - PE Report																								█										
E1 - Prioritization																									█	█								
E2 - Action Plan																										█	█	█						
E3 - Report and Map																												█	█	█	█	█		

Ongoing Plans Update

Ongoing Plans

- BGMPO: Regional Transit Feasibility Study
- DCHC MPO: Congestion Management Plan
- Orange County US 70 Corridor Study

- Adoption status
- Any data to include?

Policy Recommendations

Roadway

- Traffic Calming and Safety (10)
- Network Improvement (6)
- Roadway Maintenance (5)
- Multimodal considerations (2)
- Improve funding mechanisms (2)

Bike-Ped

- Policy and Equity (36)
- Planning and Design (33)
- Implementation and Maintenance (30)
- Safety and Accessibility (19)
- Monitoring and Evaluation (12)

Transit

- Infrastructure planning and maintenance (18)
- Funding and Partnerships (16)
- Service planning and implementation (11)
- Equity and Accessibility (8)
- Monitoring and Evaluation (2)

Prioritization

Orange County is looking to develop a methodology to prioritize local projects

Combine aspects of NCDOT, DCHC MPO, BGMPO, and survey results to develop the prioritization methodology for Orange County.

Three modes – Roadway, Bike-Ped and Transit-Rail

Using readily available data without requiring intensive processing

We're going to ask you a few questions in the next few slides!

Polling Exercise



Three easy ways to join the conversation with PollEverywhere.

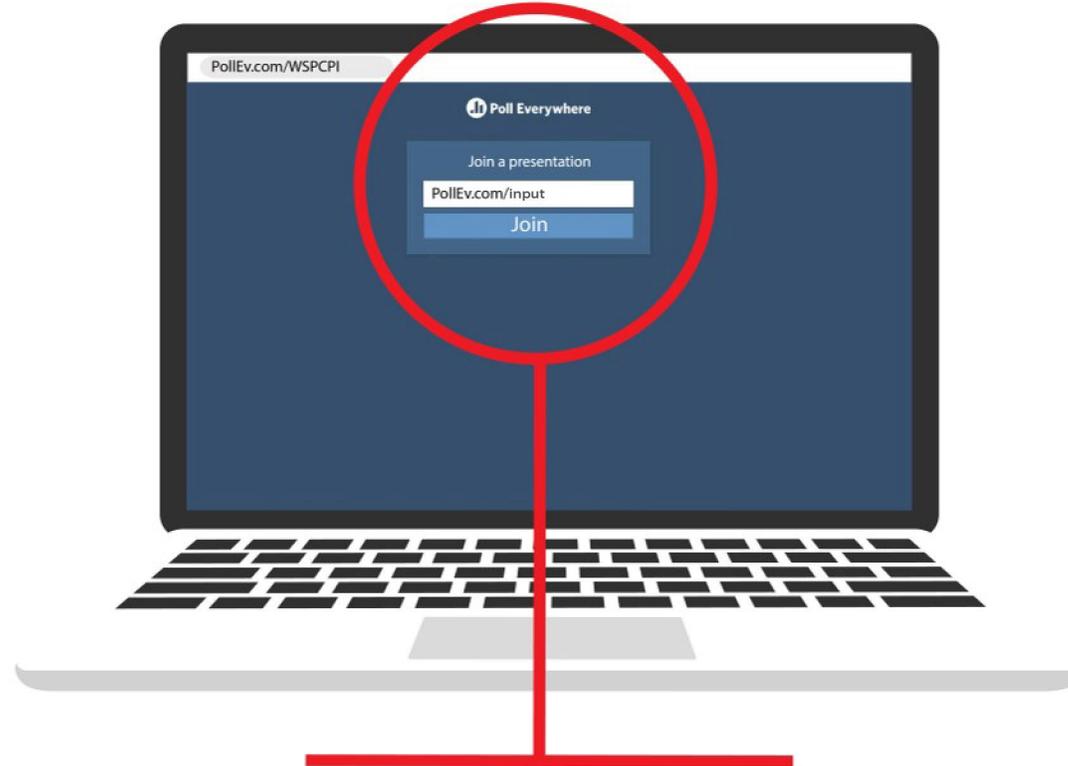
APP



Download the **free** PollEverywhere App and enter **INPUT** into the field reading: **"PollEv.com/username"**

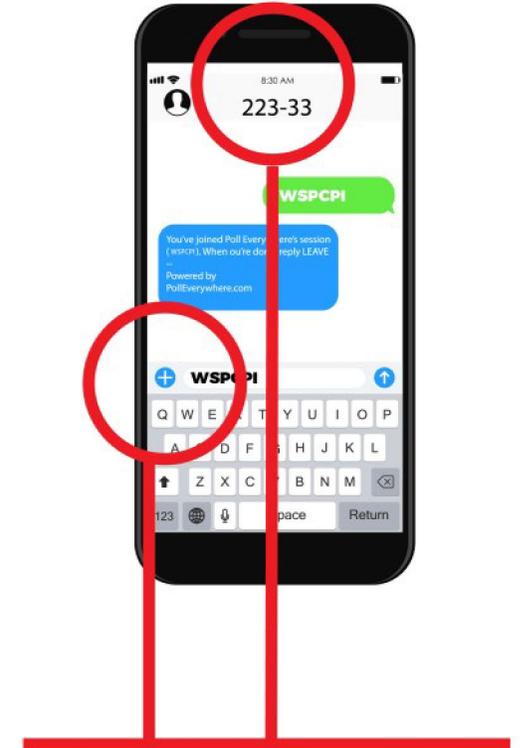


WEB



Go to **PollEv.com/input** to enter the poll via web browser.

TEXT



Text **INPUT** to 223-33 to enter the poll via text.

**not all questions are available via text*

Prioritization

If you had \$100 dollars to spend, how much would you spend on the three types of transportation improvements

- Roadway Improvements
- Bicycle & Pedestrian Improvements
- Transit & Rail Improvements

Prioritization

Roadway

Select from the list below your top TWO priorities for roadway improvements that you would like to see

- Improve **access and connectivity**
- **Manage congestion** through technology solutions and roadway design
- Improve **freight movement** efficiency
- Improve **pavement condition**

Prioritization

Bicycle and Pedestrian

Select from the list below your top **FOUR** priorities for **bicycle and pedestrian** improvements that you would like to see:

- Serve regions with **dense residential and employment** centers
- Provide **access to schools** (K through 12)
- Provide access to **points of interest** (Civic, shopping, hospitals, etc.)
- Increase access to **recreational spaces**
- Provide access to **bus stops**
- **Connect disjointed parts** of existing network

Prioritization

Transit

Select from the list below your top **THREE** priorities for transit improvements that you would like to see:

- Increase **local** service (within County)
- Increase **regional** service (outside of County)
- Serve areas with **higher density**
- Improve access to **jobs/schools**
- Improve access to **points of interest** (Civic, shopping, recreation, etc.)
- Improve access to **hospitals/medical facilities**

Prioritization

Other considerations

Select from the list below your top **THREE** priorities that you would like to see incorporated in the score:

- Environmental Justice considerations
- Safety considerations
- Cost considerations
- Environmental considerations
- Multimodal considerations (esp. for roadway projects)

Public Survey Results

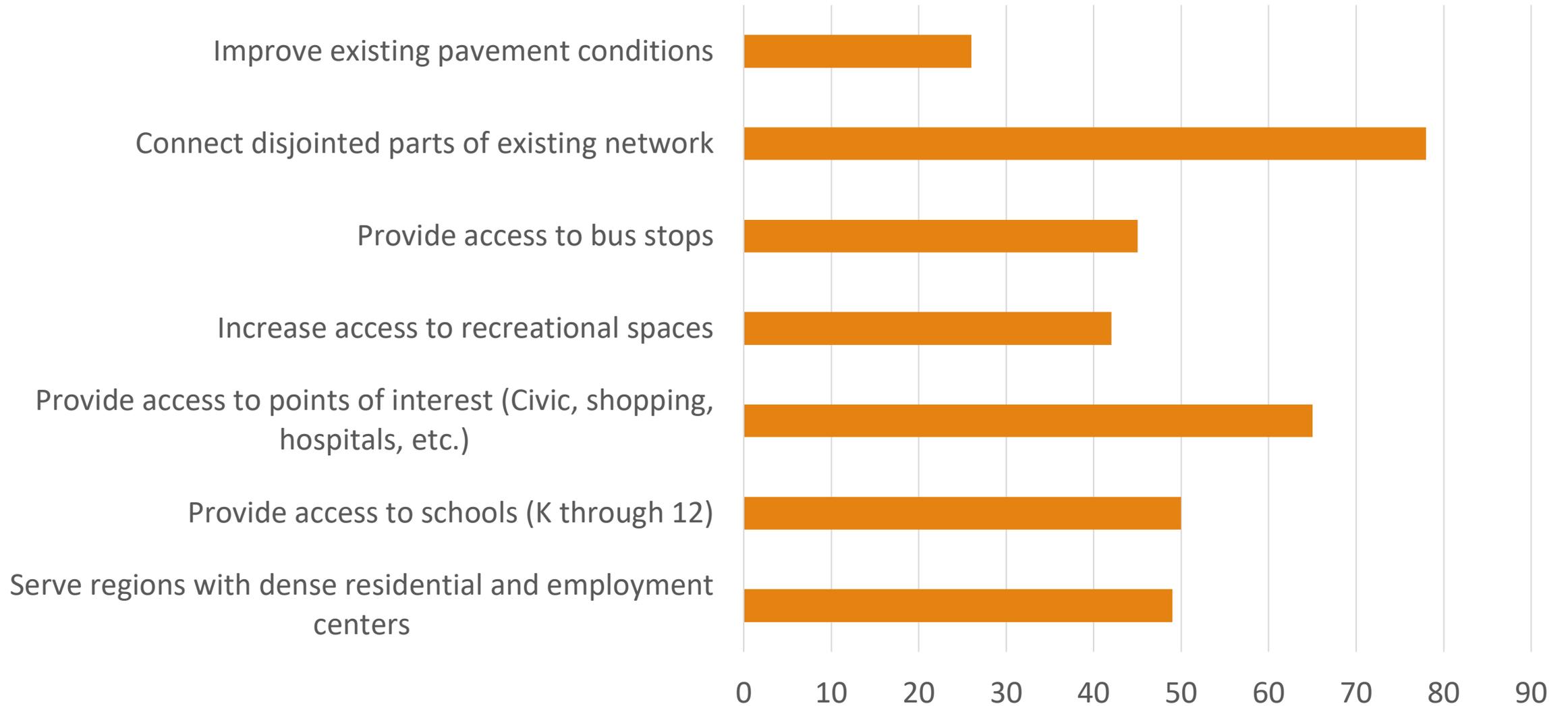
Public Engagement Update

- Public Meetings concluded two weeks ago
- Survey closed May 3rd (open for 4 weeks)
- 100 Completed Survey Responses

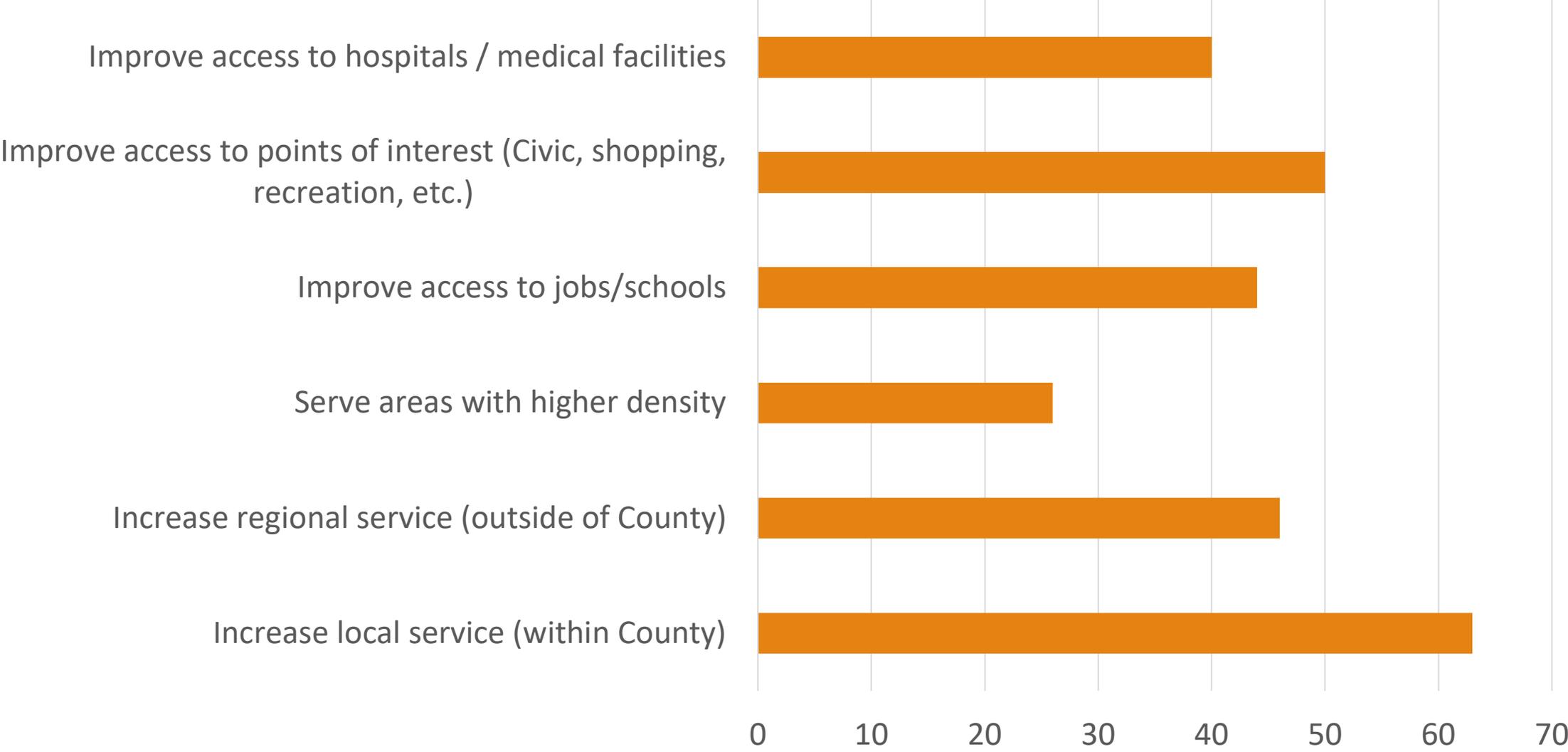
If you had \$100 dollars to spend, how much would you spend on the three types of transportation improvements. (n = 99)

Input	Sum	Average
Roadway Improvements	2603.34	33.38
Bicycle and Pedestrian Improvements	3647.33	42.41
Transit and Rail Improvements	3456.33	39.28

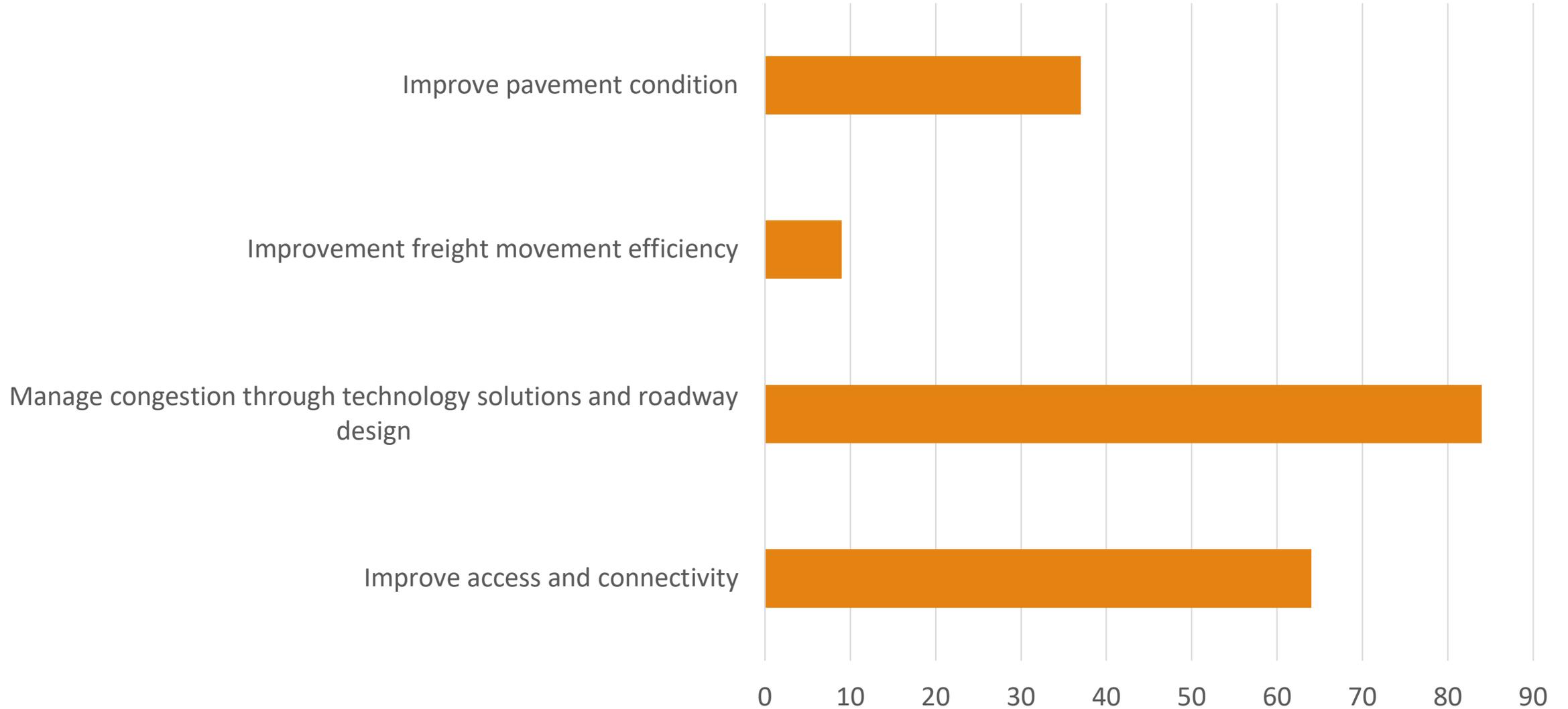
Bicycle and pedestrian improvements priorities (n = 101)



Transit improvements priorities (n = 97)



Roadway improvements priorities (n = 101)



Next Steps

1

Preparing the
prioritization
methodology

2

Completing
the gap
analysis

3

Preparing the
final report
and maps



MEETING MINUTES

PROJECT NAME	Orange County Transportation Multimodal Plan
DATE	13 May 2024
TIME	3:00 pm
VENUE	Microsoft Teams
SUBJECT	Core Technical Team Meeting 7

ATTENDEES	ORGANIZATION	ATTENDEES	ORGANIZATION
Nishith Trivedi	Orange County	Wannetta Mallette	BGMPO
Darlene Weaver	Orange County	Karyl Fuller	CPRPO
Chad Reimakoski	NCDOT Division 7	Shivang Shelat	WSP
Nishant Shah	NCDOT	Sarah Parkins	WSP
David Miller	DCHC MPO	Alexa Kennedy	WSP
Doug Plachcinski	DCHC MPO		

MEETING SUMMARY

Project Schedule

- Gap analysis and prioritization are ongoing. The final mapping changes are underway.

Ongoing Plans Update

- The following ongoing plans will be included after their adoption:
 - BGMPO: Regional Transit Feasibility Study
 - DCHC MPO: Congestion Management Plan
 - Orange County US 70 Corridor Study
- BGMPO noted the TCC and TAC will be making their final recommendations on the Regional Transit Feasibility Study on May 21st.
- Orange County noted the US 70 Corridor Study is waiting on TCC approval and should be incorporated into the new plan going forward.



MEETING MINUTES

- DCHC MPO will provide WSP and Orange County an update on the Congestion Management Plan.

Policy Recommendations

- The project is basing prioritization factors off of NCDOT's and DCHC MPO's factors.
- Roadway policy recommendations are focused on traffic calming and safety, network improvements, roadway maintenance, multimodal considerations, and improving funding mechanisms.
- Bike-ped policy recommendations are focused on policy and equity, planning and design, implementation and maintenance, safety and accessibility, and monitoring and evaluation.
- Transit policy recommendations are focused on infrastructure planning and maintenance, funding and partnerships, service planning and implementation, equity and accessibility, and monitoring and evaluation.
- Orange County noted this would provide a good opportunity to update the County's policies.

Prioritization

- Orange County is seeking to develop a methodology for prioritizing local projects using readily available data.
- CTT members prioritize transportation improvements in the following order:
 1. Bicycle and pedestrian
 2. Transit and rail
 3. Roadway
- CTT members selected the following for roadway priorities:
 1. Manage congestion through technology solutions and roadway design
 2. Improve access and connectivity
 3. Improve freight movement efficiency
- CTT members selected the following for bicycle and pedestrian priorities:
 1. Provide access to points of interest
 2. Serve regions with dense residential and employment centers
 3. Provide access to schools
 4. Provide access to bus stops
- CTT members selected the following for transit priorities:
 1. Improve access to points of interest
 2. Increase local service within the County
 3. Increase regional service outside of County
 4. Serve areas of higher density
- CPRPO noted that service to hospitals and medical facilities may already be well served by transit, so it may not be viewed as much of a priority



MEETING MINUTES

- CTT members selected the following for scoring priorities:
 1. Safety considerations
 2. Multimodal considerations
 3. Environmental Justice considerations
 4. Cost considerations

Public Engagement Update

- The public survey was open for 4 weeks and 100 responses were received.
- The survey asked individuals to divide \$100 between roadway, bicycle and pedestrian, and transit and rail improvements. On average, individuals allocated \$42.41 to bicycle and pedestrian improvements, \$39.28 on transit improvements, and \$33.38 to roadway improvements,
- The public selected the following for bicycle and pedestrian priorities:
 1. Connect disjointed parts of the existing network
 2. Provide access to points of interest
 3. Provide access to schools
 4. Serve regions with dense residential and employment centers
- The public selected the following for transit priorities:
 1. Increase local service within County
 2. Improve access to points of interest
 3. Increase regional service outside of County
- The public selected the following for roadway priorities:
 1. Manage congestion through technology solutions and roadway design
 2. Improve access and connectivity
 3. Improve pavement condition

Next Steps

- Prepare prioritization methodology.
- Complete the gap analysis.
- Prepare the final report and maps.

ACTION ITEMS

ACTION	RESPONSIBLE PARTY	DUE BY
CTT members review and provide any additional comments on the maps.	CTT Members	05/27
NCDOT research if there is a way to get safety scores for non-DOT roads.	NCDOT	05/27



Orange County Transportation Multimodal Plan

CTT MEETING 8 – JUN 10, 2024

Agenda

- Schedule
- Ongoing Plans Update
- Prioritization – Survey Results
- Prioritization Methodology
- Next Steps

Project Schedule

Schedule as of Nov 1 2023	6-Nov-23	13-Nov-23	20-Nov-23	27-Nov-23	4-Dec-23	11-Dec-23	18-Dec-23	25-Dec-23	1-Jan-24	8-Jan-24	15-Jan-24	22-Jan-24	29-Jan-24	5-Feb-24	12-Feb-24	19-Feb-24	26-Feb-24	4-Mar-24	11-Mar-24	18-Mar-24	25-Mar-24	1-Apr-24	8-Apr-24	15-Apr-24	22-Apr-24	29-Apr-24	6-May-24	13-May-24	20-May-24	27-May-24	3-Jun-24	10-Jun-24	17-Jun-24	24-Jun-24	
A1 - Kickoff	█																																		
A2 - Setup	█																																		
A3 - Progress Meetings				█				█				█					█			█				█							█				
A4 - CTT		█				█				█					█				█				█								█				
A5 - Agency			█	█	█	█																													
A6 - Board																																	█	█	
B1 - Adopted Plans List		█																																	
B2 - Data Collection			█	█	█	█																													
B3 - Map and Projects					█	█	█	█	█	█	█	█	█																						
C1 - Gap Analysis													█	█	█																				
C2 - Improvements														█	█	█																			
D1 - Coordination																	█																		
D2 - Materials																		█	█	█	█														
D3 - Public meeting																							█												
D4 - Survey																							█	█	█										
D5 - PE Report																								█											
E1 - Prioritization																									█	█	█	█							
E2 - Action Plan																										█	█	█	█	█					
E3 - Report and Map																																█	█		

→
 Prioritization
 Exercise in
 July and
 August

Ongoing Plans Update

Ongoing Plans

- Pausing any further updates until the next update.

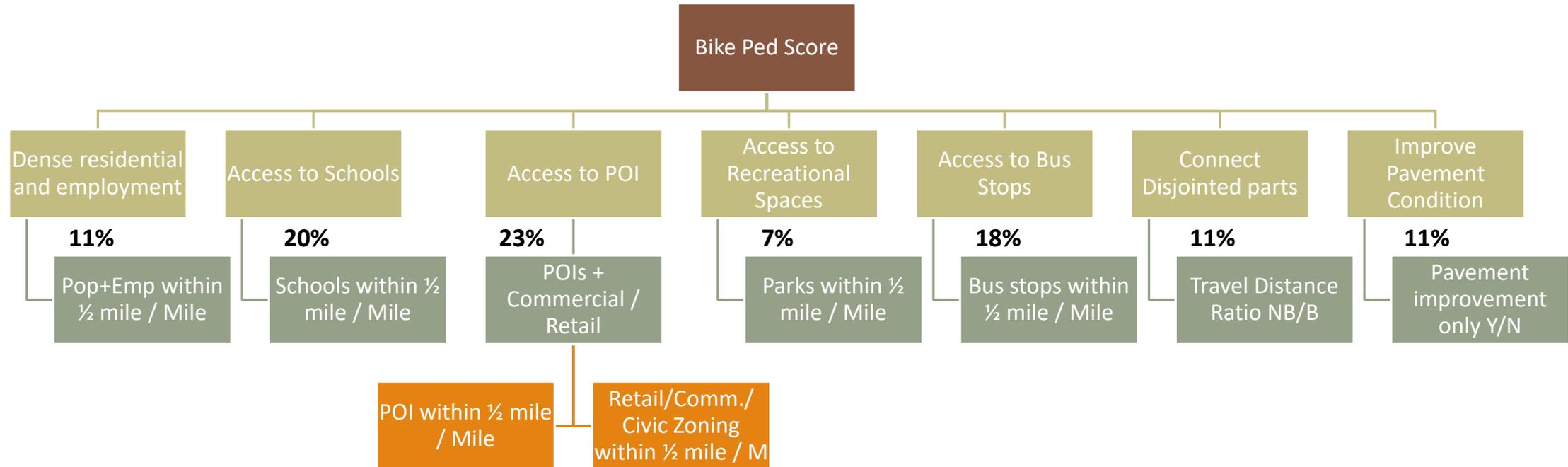
Prioritization – Survey Results

Final score = (Public Survey score + CTT Score + Orange County Score)/3

Input	Normalized scores
Roadway Improvements	0.23
Bicycle and Pedestrian Improvements	0.46
Transit and Rail Improvements	0.31
Roadway improvements priorities (n = 101)	
Improve access and connectivity	0.41
Manage congestion through technology solutions and roadway design	0.48
Improvement freight movement efficiency	0.05
Improve pavement condition	0.06
Bicycle and pedestrian improvements priorities (n = 101)	
Serve regions with dense residential and employment centers	0.11
Provide access to schools (K through 12)	0.20
Provide access to points of interest (Civic, shopping, hospitals, etc.)	0.23
Increase access to recreational spaces	0.07
Provide access to bus stops	0.18
Connect disjointed parts of existing network	0.11
Improve Existing Pavement Condition	0.11

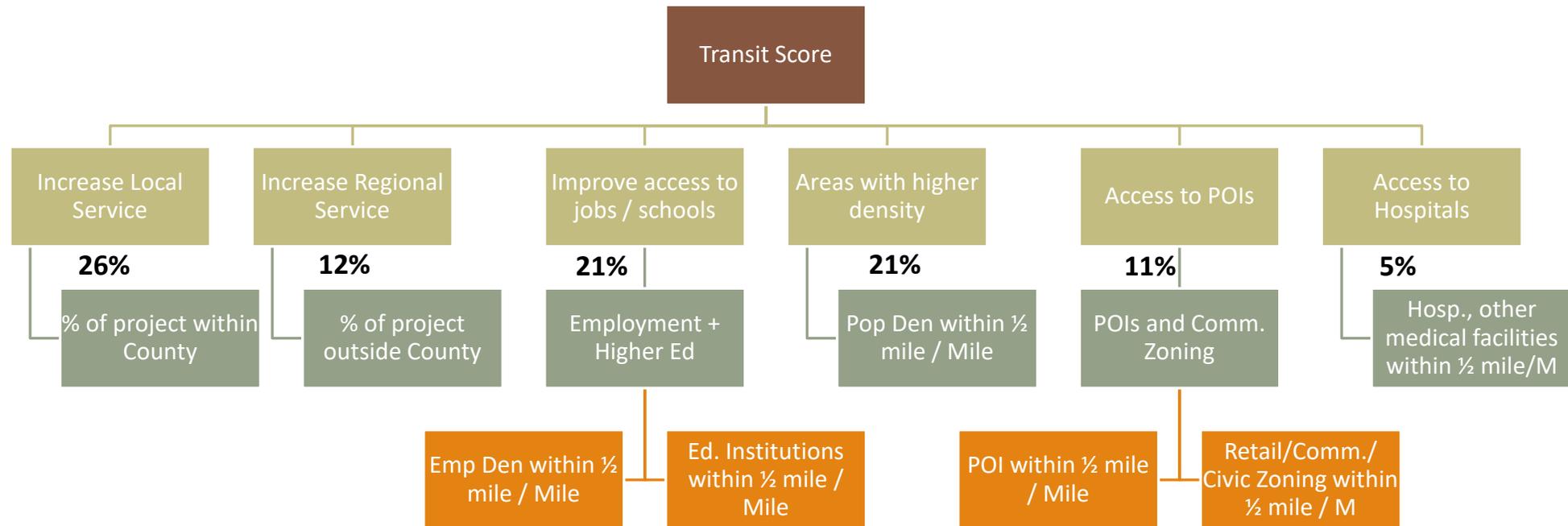
Input	Normalized Scores
Transit improvements priorities (n = 97)	
Increase local service (within County)	0.26
Increase regional service (outside of County)	0.12
Serve areas with higher density	0.21
Improve access to jobs/schools	0.21
Improve access to points of interest (Civic, shopping, recreation, etc.)	0.15
Improve access to hospitals / medical facilities	0.05
Environmental Justice considerations	
Environmental Justice considerations	0.27
Safety considerations	
Safety considerations	0.33
Cost considerations	
Cost considerations	0.10
Environmental considerations	
Environmental considerations	0.00
Multimodal considerations (esp. for roadway projects)	
Multimodal considerations (esp. for roadway projects)	0.30

Bike-Ped Score Calculation



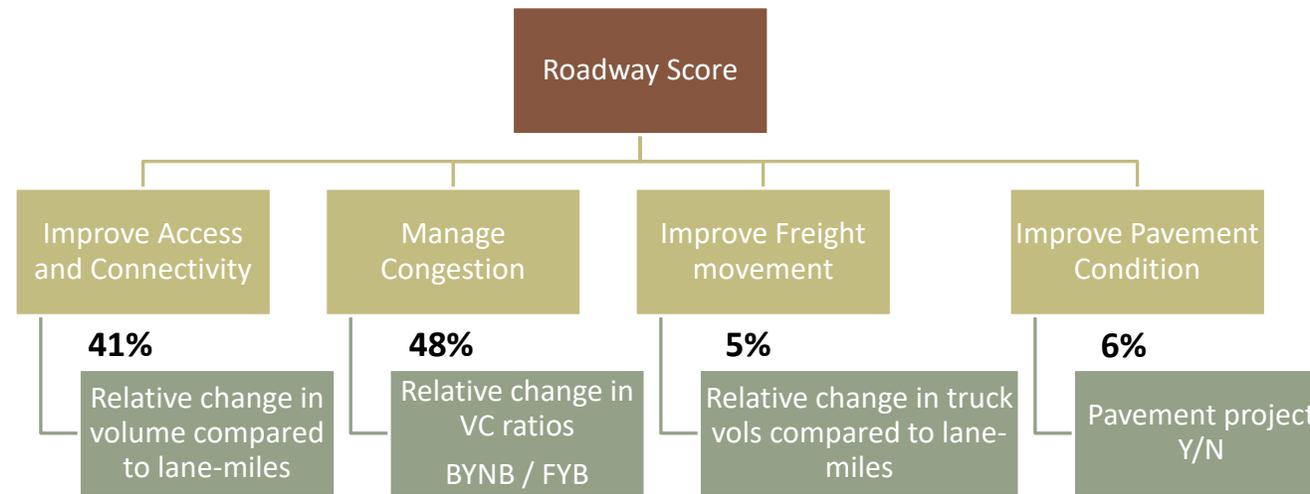
Each metric will be **internally normalized** such that the maximum score in each metric is 100. This way, units of one metric won't outweigh other metrics when combined. **Maximum possible bike-ped score will be 100**

Transit Score Calculation



1/2 mile radius will be calculated from the stops/stations when available
Maximum possible transit score will be 100

Roadway Score Calculation



Relative Change = $\% \Delta V / \% \Delta LM$ (where $\% \Delta V = (V2 - V1) / V1$ and $\% \Delta LM = (LM2 - LM1) / LM1$)
All new and widening projects will automatically get 100 points for improve pavement condition
Maximum possible roadway score will be 100

Additional points Calculation

Category	Survey Weight	BPW	Bike-Ped	TW	Transit	RW	Roadway
Environmental Justice	27%	38%	# EJ markers / Mile	73%	# EJ markers / Mile	27%	# EJ markers / Mile
Safety	33%	48%	$[\Sigma(\text{BP Crash} \times \text{Severity}^*) \times \text{Crosswalk planned}^{**}] / \text{Mile}$		-	33%	Weighted Section Safety Score
Cost	10%	14%	$[\text{Ground Length} + (3 \times \text{Bridge Length}) + (\text{Par} \times 1000)] / \text{Mile}$	27%	???	10%	$[\text{Ground Area} + (3 \times \text{Bridge Area}) + (\text{Par} \times 1000)] / \text{Mile}$
Environmental	0%	-	-	-	-	-	-
Multimodal (for roadway projects)	30%	-	-	-	-	30%	$\Sigma (\text{Percentage of project} \times \text{Multimodal multiplier}^{***})$

*Severity multiplier : No Injury or Unknown = 1, Possible injury = 2, Suspected Minor Injury = 4, Suspected Serious Injury = 7, Killed = 10

** Crosswalk weight : Signalized = 3, Unsignalized = 2, Greenway project=1

*** Multimodal Multiplier : Road = 0, bike or ped = 1, bike and ped = 2

Mode Split

Each mode will have its own project list, ranked by score.

3 ways to combine the modes and create overall prioritization list

Bike-Ped projects will get 46% of the points
Transit projects will get 31% of the points
Roadway projects will get 23% of the points

OR

The overall prioritization can be in 4/3/2 succession e.g.
BP1, BP2, BP3, BP4, T1, T2, T3, R1, R2, BP5, BP6, BP7, BP8, T4, T5, T6, R3, R4.....

OR

Bike-Ped projects will get 46% of the budget
Transit projects will get 31% of the budget
Roadway projects will get 23% of the budget



Next Steps

Calculation of all these metrics

Project extended by 2-months due to additional scope

- GIS data gathering for prioritization
- Final Report and GIS maps
- Potential Adoption in September
- No CTT meeting in July



MEETING MINUTES

PROJECT NAME	Orange County Transportation Multimodal Plan
DATE	10 June 2024
TIME	3:00 pm
VENUE	Microsoft Teams
SUBJECT	Core Technical Team Meeting 8

ATTENDEES	ORGANIZATION	ATTENDEES	ORGANIZATION
Nishith Trivedi	Orange County	Wannetta Mallette	BGMPO
Darlene Weaver	Orange County	Karyl Fuller	CPRPO
Nishant Shah	NCDOT	Shivang Shelat	WSP
David Miller	DCHC MPO	Alexa Kennedy	WSP

MEETING SUMMARY

Project Schedule

- The project is in the report and mapping portion of the schedule. The schedule will be extended through July and August to complete the prioritization exercise.

Ongoing Plans Update

- The maps and data associated with it will be frozen as they are, so the document can be finalized. Any additional data received will be added to the maps at a later stage.

Prioritization

- Prioritization scoring was determined by using input from the public, CTT, and Orange County.
- WSP reviewed the scoring metrics for each mode.
- Prioritization will be determined per mile of project, so shorter projects are given the same consideration as longer projects.
- BGMPO noted they have developed a similar bike-ped scoring matrix for SPOT 7.0, so they are satisfied with the scoring presented.
- BGMPO inquired how equity is being measured and noted that the MPO uses TDI.
 - Orange County requested that BGMPO provide their scoring for equity, so WSP can mirror it.



MEETING MINUTES

- CPRPO noted that the prioritization scoring isn't considering roadway modernization projects equally as other projects, so those projects wouldn't receive a fair score.
 - Orange County noted that SPOT scores modernization and widening projects using different methods, so it does seem like modernization projects should be separate.
 - WSP will create a separate matrix for modernization and intersection projects.
- WSP reviewed the point values. The first round of scoring will allot up to 100 points for each project. The next round will allot another 100 points based on EJ, safety, cost, environmental, and multimodal considerations.
- WSP noted the cost will be a thumb rule equivalent, not an exact cost.
- WSP inquired if there is a methodology to determine cost for transit projects.
 - NCDOT will look into this.

Prioritization - Mode Split

- WSP noted there are a few different methods to prioritize between mode to create one overall prioritization list between all modes.
 - The first method is to assign bike-ped projects 46% of the points, transit projects 31% of the points, and roadway projects 23% of the points to align with the feedback.
 - The second method is to prioritize projects in a 4/3/2 succession with 4 bike-ped projects, 3 transit project, and 2 roadway projects.
 - The third method is to allocate 46% of the budget to bike-ped projects, 31% of the budget to transit projects, and 23% of the budget to roadway projects.
- DCHC MPO noted they have no preference over one method and will default to Orange County.
- Orange County noted they prefer the second method.
- BGMPO inquired if the MPO can use the project list for the MTP and CTP update.
 - Orange County noted yes, they could use this list and they would like to present this method to the MPO to help them determine how to use this in their process as well.
 - WSP noted that the exact percentages for mode split have come out of this project's input from the public, CTT, and County so different plans will have a different mode split based on their input.

Miscellaneous

- DCHC MPO inquired if the project would need additional funds since the scope was expanded. If so, Orange County would need to match 20% and the UPWP would need to be amended.
 - WSP noted that some additional funds will be needed and they are assessing the amount.
- WSP will be extending the CTT meeting through July.



MEETING MINUTES

Next Steps

- WSP will begin collecting data for the prioritization exercise.
- WSP will prepare the final report and maps.
- The final report will be presented at the September board meeting for adoption.



Orange County Transportation Multimodal Plan

PRIORITIZATION METHODOLOGY

Agenda

- Prioritization Survey results
- Bike Ped Score Calculation
- Transit Score Calculation
- New Roadway / Widening Score Calculation
- Intersections / Improvements Score Calculation
- Additional Points Calculation
- Mode Split
- Exceptions for special projects

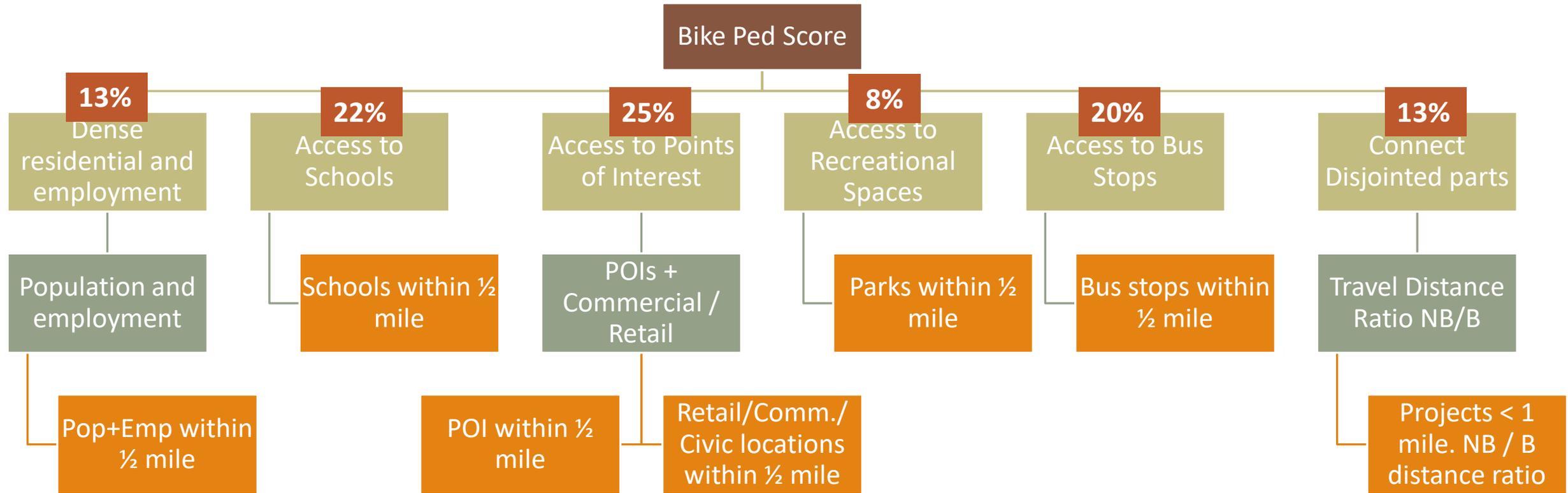
Prioritization – Survey Results

Final score = (Public Survey score + CTT Score + Orange County Score)/3

Input	Normalized scores
Roadway Improvements	0.23
Bicycle and Pedestrian Improvements	0.46
Transit and Rail Improvements	0.31
Roadway improvements priorities (n = 101)	
Improve access and connectivity	0.41
Manage congestion through technology solutions and roadway design	0.48
Improvement freight movement efficiency	0.05
Improve pavement condition	0.06
Bicycle and pedestrian improvements priorities (n = 101)	
Serve regions with dense residential and employment centers	0.11
Provide access to schools (K through 12)	0.20
Provide access to points of interest (Civic, shopping, hospitals, etc.)	0.23
Increase access to recreational spaces	0.07
Provide access to bus stops	0.18
Connect disjointed parts of existing network	0.11
Improve Existing Pavement Condition	0.11

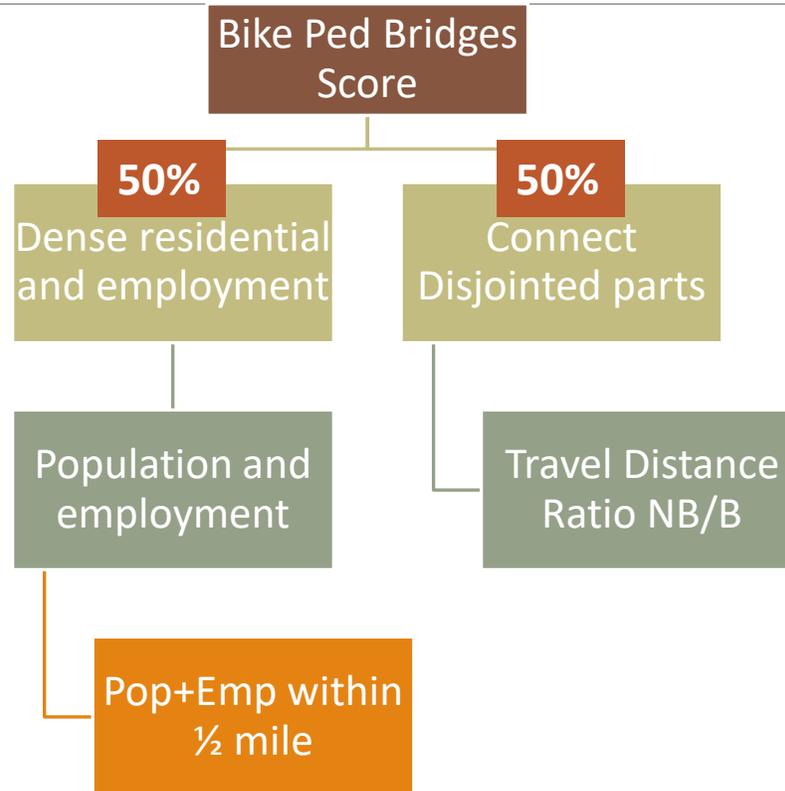
Input	Normalized Scores
Transit improvements priorities (n = 97)	
Increase local service (within County)	0.26
Increase regional service (outside of County)	0.12
Serve areas with higher density	0.21
Improve access to jobs/schools	0.21
Improve access to points of interest (Civic, shopping, recreation, etc.)	0.15
Improve access to hospitals / medical facilities	0.05
Environmental Justice considerations	
Environmental Justice considerations	0.27
Safety considerations	
Safety considerations	0.33
Cost considerations	
Cost considerations	0.10
Environmental considerations	
Environmental considerations	0.00
Multimodal considerations (esp. for roadway projects)	
Multimodal considerations (esp. for roadway projects)	0.30

Bike-Ped Segments Score Calculation



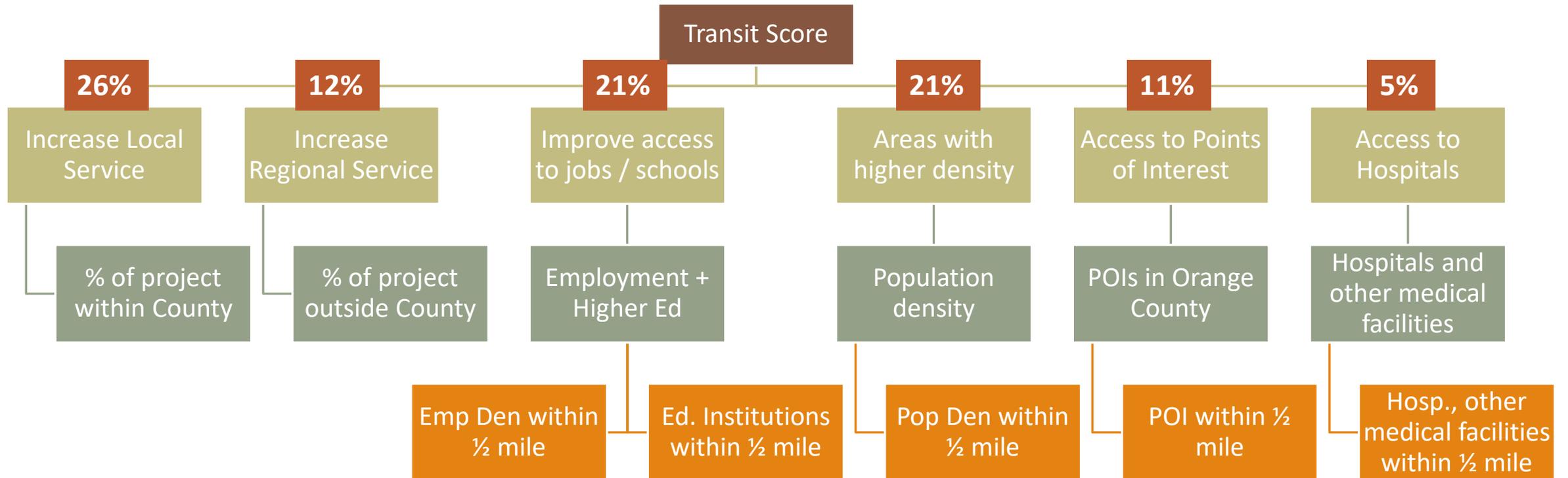
**For projects longer than 1 mile, the metrics will be 'per mile'.
Maximum possible bike-ped score will be 100**

Bike-Ped Bridges Score Calculation



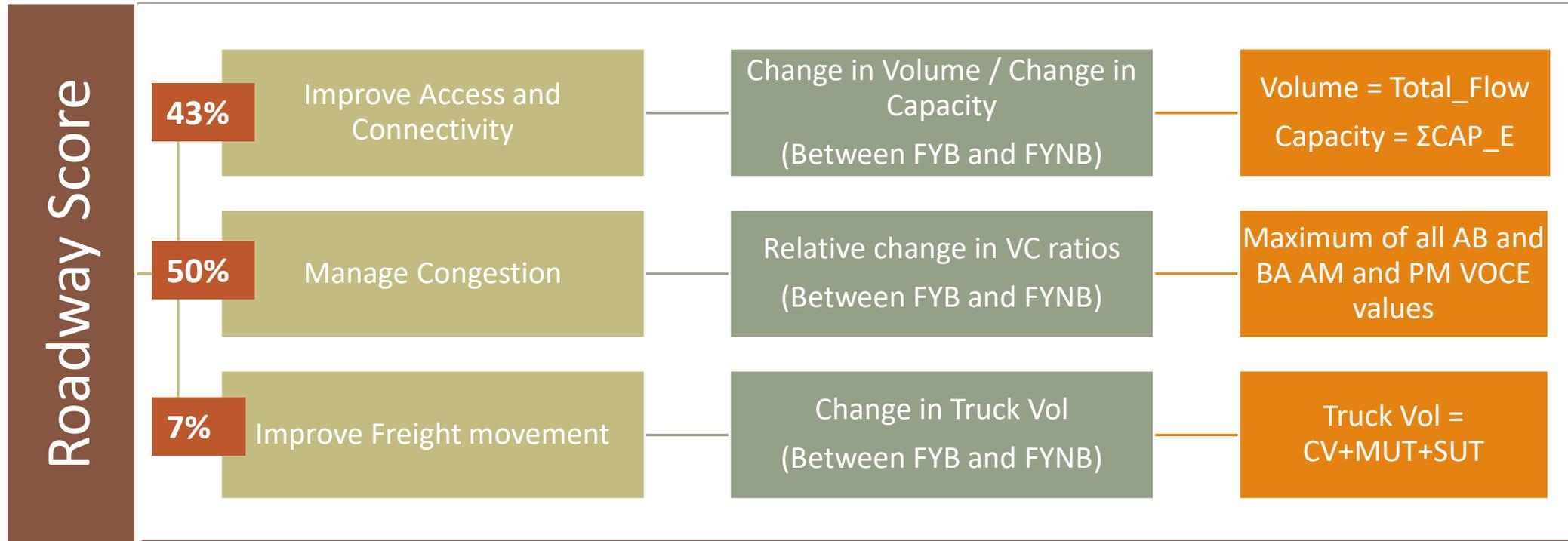
Maximum possible bike-ped bridges score will be 100

Transit Score Calculation



For projects longer than 1 mile, the metrics will be 'per mile'.
Maximum possible transit score will be 100

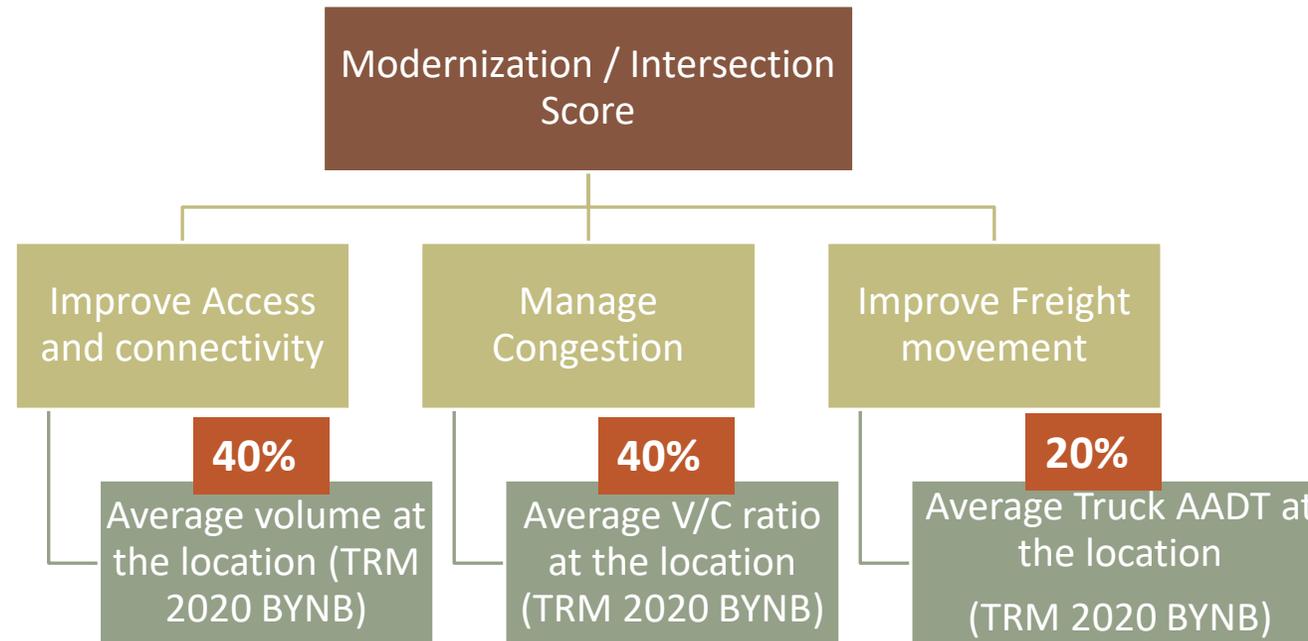
New Roadway / Widening Score Calculation



For New Roadways, the Build Volumes and VC Ratios were separately normalized and redistributed within the rest of the list.

Maximum possible roadway score will be 100

Modernization / Intersection Score Calculation



Average *metric* for Intersection = *metric* for all legs / number of legs

Average metric for segment = $\Sigma(\text{length of subsegment} \times \text{metric of subsegment}) / \text{Total length of segment}$

Maximum possible roadway score will be 100

Additional points Calculation

Category	Survey Weight	BPW	Bike-Ped	TW	Transit	RW	Roadway
Environmental Justice	27%	38%	Average Adjusted [#] TDI score	73%	Average Adjusted [#] TDI score	27%	Negative Average Adjusted [#] TDI score
Safety	33%	48%	$\Sigma(\text{BP Crash} \times \text{Severity})$		-	33%	Weighted Section Safety Score
Cost (Inverse Ranking)	10%	14%	Acres [Ground Area + (24 x Bridge Area) + (Par*10)] / Mile	27%	Buses required (Roundup(length*2/25)+1) + Stop frequency factor	10%	Acres [Ground Area + (24 x Bridge Area) + (Par*1000)] / Mile
Multimodal (for roadway projects)	30%	-	-	-	-	30%	Σ (Percentage of project x Multimodal multiplier**)

***Severity multiplier** : No Injury or Unknown = 1, Possible injury = 2, Suspected Minor Injury = 4, Suspected Serious Injury = 7, Killed = 10

**** Multimodal Multiplier** : Road = 0, bike or ped = 1, bike and ped = 2

Average TDI scores were adjusted considering the minimum score in the list as 0.

For projects longer than 1 mile, the metrics will be 'per mile'.

Mode Split

Each mode will have its own project list, ranked by score.

3 ways to combine the modes and create overall prioritization list

The overall prioritization can be in 4 Bike Ped / 3 Transit / 2 Roadway projects succession e.g.
BP1, BP2, BP3, BP4, T1, T2, T3, R1, R2, BP5, BP6, BP7, BP8, T4, T5, T6, R3, R4.....

Exceptions

Certain projects didn't render themselves to score calculations using these methods

E.g. Transit Facilities, Very short road connections, certain bike-ped projects

These projects will be included in a separate list and their prioritization can be determined at Orange County's discretion.

Questions?



MEETING MINUTES

PROJECT NAME	Orange County Transportation Multimodal Plan
DATE	12 August 2024
TIME	1:30 pm
VENUE	Microsoft Teams
SUBJECT	Core Technical Team Meeting 9

ATTENDEES	ORGANIZATION	ATTENDEES	ORGANIZATION
Nishith Trivedi	Orange County	Wannetta Mallette	BGMPO
Darlene Weaver	Orange County	Karyl Fuller	CPRPO
Chad Reimakoski	Division 7	Shivang Shelat	WSP
David Miller	DCHC MPO	Alexa Kennedy	WSP
Doug Plachcinski	DCHC MPO	Sarah Kear	WSP

MEETING SUMMARY

Prioritization

- Prioritization scoring was determined by using input from the public, CTT, and Orange County.
- The bicycle and pedestrian projects were separated out into segments and bridges.
- Mode-specific scoring for bicycle and pedestrian segments was calculated using population and employment densities, access to schools, access to points of interest, access to recreational spaces, access to bus stops, and connection of disjointed parts.
 - The disjointed parts calculation was only used for projects less than one mile.
- For all modes, the population and employment data were calculated using the average of the current and future population and employment numbers.
- For all modes with projects longer than one mile, metrics are calculated per mile. This calculation is not used for projects less than one mile as it would highly inflate those values.
- Mode-specific scoring for bicycle and pedestrian bridges was calculated using population and employment densities and connection of disjointed parts.



MEETING MINUTES

- Mode-specific scoring for transit projects includes increase of, increase of regional service, access to employment and higher education, population density, access to points of interest, and access to medical facilities.
- Mode-specific scoring for new location roadway and widening projects includes improving access and connectivity, managing congestion, and improving freight movement.
 - Improving access and connectivity was determined using the change in volume divided by the change in capacity between the future year build and future year no build scenarios.
 - Managing congestion was determined using the relative change in V/C ratios between the future year build and future year no build scenarios.
 - Improving freight movement was determined using the change in truck volumes between the future year build and future year no build scenarios.
 - For new location roadways, the model does not calculate the no build volumes. These roadways were separated out and normalized using their build volumes and V/C ratios to determine their relative rankings. They were then added back into the overall list.
 - Orange County requested that this projects be referred to a mobility score calculations to better align with SPOT.
- Mode-specific scoring for modernization and intersection projects includes improving access and connectivity, managing congestion, and improving freight movement.
 - Improving access and connectivity was determined using the average volume at the location of the 2020 base year no build model.
 - Managing congestion was determined using the average V/C ratios between at the location of the 2020 base year no build model.
 - Improving freight movement was determined using the average truck volumes at the location of the 2020 base year no build model.
 - For intersection projects, the average metric was determined by averaging the metrics for all legs of the intersection.
- Additional factors scoring include environmental justice, safety, cost, and multimodal component (for roadway projects).
 - Environmental justice was negatively rated for roadway projects.
 - Cost was negatively rated for all projects.
 - For transit costs, only the capital costs were included such as the number of buses required, and the number of stops required. The number of stops was determined based on population density.
- Each mode has its own project list ranked by score. The modes were then combined to create an overall prioritization list with projects in a 4/3/2 succession with 4 bike-ped projects, 3 transit project, and 2 roadway projects.



MEETING MINUTES

- Some project did not render themselves well to the prioritization method. These include transit point facilities, very short road connections, and certain bike-ped projects.
 - These projects are included in a separate list and the County can decide how to rank them at their discretion.
- DCHC MPO, BGMPO, and CPRPO support this methodology and prioritization results.



Appendix II

Previous Plans & Studies

Agency	Plan	Year Adopted	Description	Method of Inclusion
NCDOT	2023-2027 HMIP	2023	The Highway Maintenance Improvement Program (HMIP) is a required schedule of State highway maintenance projects and their anticipated costs. It includes bridge, general maintenance, and pavement projects organized by NCDOT division .	Projects reviewed for TMP
	Highway Safety Action Plan	2022	The 2022 HSP produced by the NC Governor's Highway Safety Program serves as North Carolina's application for federal funds to the National Highway Traffic Safety Administration available under the highway safety grant program (Section 402) and the National Priority Safety Program (Section 405). The 2022 HSP identified the following areas as top priorities for program funding: Alcohol-Impaired Driving (accounting for 323 fatalities in 2019), Occupant Protection (405 unrestrained fatalities), Speeding and Police Traffic Services (307), Young Drivers (145), Motorcyclists (208), Pedestrians (209), Older Drivers (294), and Traffic Records. The HSP includes performance measures and targets for the core outcome and behavior measures required by NHTSA and GHSA.	Policies reviewed for TMP
	2024-2033 STIP	2023	This Plan the construction funding and schedule for all state transportation projects over a 10 year period. The 2024-2033 STIP includes little to no funding for new projects in this timeframe due to rising costs of projects previously adopted in the 2020-2029 STIP. Projects are displayed into lists representing NCDOT's 14 divisions and includes key data such as the project's prioritization, status (comments), remaining funds needed and construction project schedule.	Projects reviewed for TMP
BGMPO	2030 CTP	2022	The Comprehensive Transportation Plan includes maps for Public Transportation and Rail recommendations, Bicycle and Pedestrian infrastructure proposals, and highway improvements or changes. The CTP does not provide any service or data analysis or implementation plans. The plan is not fiscally-constrained and reflects transportation needs over a 30+ year timeframe.	Projects reviewed for TMP
	2045 MTP	2020	This Plan identifies the Burlington-Graham region's transportation needs across various modes and provides a vision for mobility over the next 20+ years. The MTP includes financial plans with project recommendations to ensure they can be implemented using available revenue sources. The MTP lays out multimodal improvements that correspond to the adopted Piedmont Triad regional travel demand model (PTRM): 2025, 2035 and 2045.	Projects reviewed for TMP

BGMPPO	Regional Transit Feasibility Study	2024	This study (developed by BGMPPO with support from partner agencies) assesses options for improving regional transit access to nearby destinations like Greensboro, Durham, and Chapel Hill. The study includes key information regarding the region's transit market potential and current use of services. Key takeaways include: increased frequency on popular routes, having limited regional routes and service despite significant work travel along I-40 between Greensboro and Durham, lack of awareness for Alamance County's on-demand service.	Projects reviewed for TMP
	Transportation Safety Plan	2022	The TSP shifts the focus of road safety from crash frequency to crash management. The TSP follows a six-step local road safety planning framework that results in a prioritized list of issues, risks, actions and improvements to reduce fatalities and serious injuries on local roads. The goal of the plan is to reduce all local roadway crashes by half by 2035.	Projects reviewed for TMP
DCHC MPO	CTP 2017	2017	The Comprehensive Transportation Plan includes the towns of Carrboro, Chapel Hill, Hillsborough; the city of Durham; and Chatham, Durham and Orange Counties. This is a long range multimodal transportation plan covering transportation needs through 2040, and includes recommendations for improvements (both highway and non-highway projects).	Projects reviewed for TMP
	Connect 2050 MTP	2022	This document contains the 2050 Metropolitan Transportation Plans for the two organizations charged with transportation decision-making in the Research Triangle Region: the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The core of the plan is a set of transportation investments (Section 7) including where new/re-designed roads are need, local and regional transit facilities and services (including rapid bus and rail lines), bicycle and pedestrian facilities and TDM. In addition, the plan includes a focus on transit corridor development, "complete corridors" where multi-modal elements are beneficial, and "safe & healthy streets".	Projects reviewed for TMP
	Southwest Durham / Southeast Chapel Hill Collector Street Plan	2007	This is a study of collector streets in southwest Durham and southeast Chapel Hill to help ensure the area is linked through proper transportation infrastructure and services. The study is intended to develop plans and policies that can be adopted and built incrementally by local governments as land development applications are received. It provides general policy recommendations including an overall recommended network, design elements, traffic calming, land use coordination considerations, and an action plan.	Projects reviewed for TMP

Triangle Bikeway Feasibility Study	2022	This study draws upon previous planning efforts and community guidance to identify a multimodal corridor connecting Raleigh, Cary, Morrisville, Research Triangle Park (RTP), Durham and Chapel Hill. With local and regional partners, the bikeway vision is a 23-mile shared use path through the Triangle Region, providing a seamless connection to major destinations, neighborhoods, transit networks and existing bike/pedestrian facilities. This study includes design and construction recommendations between Raleigh and RTP and a corridor assessment for the connection west between RTP and Chapel Hill.	Projects reviewed for TMP
EJ Report	2020	This EJ report covers the environmental justice threshold evaluation of the 2045 MTP, the 2018-2027 TIP, and overview of the Unified Planning Work Program (UPWP) for FY 2019-2020. The threshold of EJ "communities of concern" (Coc) was determined to be 37% as this represented the percentage of Block Groups in the DCHC MPO that are considered an EJ CoC. Using detailed GIS maps and the 37% threshold as a measure of whether the distribution of funding and projects was equitable, it was determined that investments in communities of concern exceeded the 37% threshold for all projects in the MTP and TIP except for interstate project funding.	Policies reviewed for TMP
Congestion Management Plan	2024	The draft report provides potential congestion management strategies for roadway segments in the DCHC MPO region, including strategies addressing the supply (adding capacity) and demand side (reduces demand for transportation services) as well as operational strategies focusing on smart technology or system optimization and management principles. The CMP is required by federal law to develop and implement a CMP for monitoring traffic congestion, evaluating system performance and incorporating mitigation strategies into the MTP and TIP.	Policies reviewed for TMP
US 70 Corridor Study (Phase I)	2024	Initiated in July 2022, the purpose of the study is to develop a locally preferred alternative concept to balance the needs of pedestrians, bicyclists and transit riders with traffic and congestion related issues. Phase 1 identified two alternative concepts through public engagement and guidance from a Core Technical Team (CTT) comprised of local and regional staff representatives. These concepts will undergo additional analysis, refinement and public engagement as part of Phase 2 of the study.	Project entering a Phase II. Not included in the TMP

DCHC MPO	Regional Freight Plan	2019	This is the first comprehensive multimodal freight plan prepared for the Triangle Region of North Carolina, which covers an eight-county area centering on the cities of Raleigh and Durham. The document begins with an inventory and assessment of freight activities and traffic, including roadway performance and discussion of rail, marine and air modes. It continues with freight goals, objectives and performance measures and overviews of trends, conditions, forecasts, capacity issues, corridors and development zones, modal expansion plans, and concludes with an implementation plan for a \$7.2 billion investment over the next two decades.	Projects reviewed for TMP
	Regional Bicycle and Pedestrian Planning Framework	2015	The document maps out all of the existing bicycle and pedestrian plans in the TARPO region and provides a bicycle and pedestrian planning framework for the region. The TARPO Rural Transportation Advisory Committee appointed a steering committee made up of staff and citizens from the region for this plan. The plan includes goals, objectives, best practices of bicycle and pedestrian infrastructure, an overview of projects proposed throughout the region, the proposed "priority network" and recommendations of improvements to the project selection and funding process.	Projects reviewed for TMP
Orange County	CTP	2013	This CTP includes only the rural areas of Orange County (no municipalities) not included in an MPO, covering transportation needs through the year 2035. The CTP includes an analysis of the existing multimodal transportation system (including local and statewide initiatives), impacts to the natural and human environment and public input. Travel demand was projected from 2007 to 2035 using AADT data, local land use plans, and the Triangle Regional Model.	Projects reviewed for TMP
	ADA Paratransit Plan	2022	This plan was produced by the Orange County Transportation Services (OCTS) department that operates fixed-route, demand-response, Mobility-on-Demand and subscription services throughout the OCTS. The service area generally involves all areas of the county excluding the Chapel Hill Transit service area in the southeast portion of the county. This plan demonstrates its compliance with ADA paratransit requirements. The ADA requires that paratransit service be "comparable" to the fixed-route service in terms of service levels and availability. The plan covers OCTS service details and the population served, descriptions of current and complementary paratransit services and paratransit trip policies.	Policies reviewed for TMP
	Agency Safety Plan	2022	Produced by the OCTS department, this plan addresses all applicable requirements and standards from the FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan. It includes details about the plan development, safety performance targets, safety and risk management policy, safety assurance and promotion and risk reduction.	Policies reviewed for TMP

Complete Street Vision Zero Policy	2022	Resolution adopted by the Orange County Board of Commissioners to eliminate fatalities and serious injuries that result from crashes within the Orange County area by 2050.	Policies reviewed for TMP
Title VI Plan	2022	This plan demonstrates OCTS' compliance with Title VI of the Civil Rights Act of 1964. The plan details the nondiscrimination program, policies, and practices administered by OCTS and will be updated periodically to incorporate changes and additional responsibilities as they are made.	Policies reviewed for TMP
Transit Plan	2022	The 2022 Orange County Transit Plan Update allocates the county's transit tax district revenues over the next 20 years. It includes already programmed projects and investments from previous plan versions and new projects funded with remaining revenue. The plan recommends that all Orange County jurisdictions incorporate the "Housing and Transportation Affordability Index" as a planning tool to treat the cost of transportation as a critical element of the cost of living and to encourage coordination between transit and land use planning. The plan recommends five transit service improvement projects and three capital investment projects to enhance transit connections, access and reliability. In addition, it provides a long-term vision for future transit service and investments in the county.	Projects reviewed for TMP
Safe Routes to School Action Plan	2014	This is a planning document prepared by citizens, parents, school administrators and local government officials that recognize goals and visions for enhancing opportunities for active travel to school. The plan outlines three schools in the Hillsborough area: Cameron Park Elementary, Grady Brown Elementary, and CW Stanford Middle School. The plan communicates the current conditions for walking and bicycling around the three schools, and recommends improvements based on the 5 E's of the Safe Routes To School program (engineering, education, encouragement, enforcement and evaluation).	Projects reviewed for TMP
2030 Parks & Recreation Master Plan	2014	The plan attempts to examine the lessons and experiences of the past, to identify current issues and challenges and project community needs and desires into a vision for the future that ensures a legacy of parks and public open spaces for current and future generations. The plan is a product of a thorough community outreach and survey process which included multiple opportunities for public engagement and targeted surveys to minorities and youth. Using the 20 Findings identified in the master plan, the plan makes 9 recommendations up to 2030 including: protect and enhance investments in parks and open spaces, complete the protection of identified nature preserves and create access areas & trails within the preserves, and improving access to parks and trails while incorporating healthy lifestyle design.	Policies reviewed for TMP

Orange County

US 70 Multimodal Study	Ongoing	The US 70 Corridor Study is an in-depth review of the 18.9 mile stretch of US 70 between NC 119 in Mebane to the Orange/Durham County line; and the 3-mile stretch of US 70 Business from NC 86 to US 70. The goal of this study is to develop a long-term vision for US 70, the communities it serves and the surrounding natural areas. The report does not determine ultimate design details but will document transportation needs, community priorities and environmental constraints to guide those decisions and guide the inclusion of multimodal facilities in future projects along US 70.	Projects reviewed for TMP
NC 54 Corridor Study	2018	The NC 54 West Corridor Study is an in depth review of the 20.4 mile stretch of NC 54 between Old Fayetteville Road in Carrboro and the I 85/I 40 interchange in Graham. The study team (City of Graph, NCDOT Division 7, and DCHCMPO) studied this vital two-lane roadway carrying an average of 6,000 to 15,000 vehicles a day considering numerous issues and their trade-offs including: safety, access to goods/services/residences, multimodal network facilities and amenities, economic vitality/opportunity, all travel modes (including bicycle, pedestrian and freight). Conceptual study recommendations include corridor improvements, and a shared-use path for pedestrians and bicyclists.	Projects reviewed for TMP
Efland-Buckhorn-Mebane Access Management Plan	2019	This plan is a combination of the original 2011 E-B-M AMP, 2017 Transportation Study; and County Planning, City of Mebane, and public comments. It is a long-range transportation vision for the area illustrating roadway alignment and corridor width necessary to serve future land uses and address traffic impact as development occurs. It is also a plan that assists the County in promoting economic development through its development review process by encouraging developers to dedicate right-of-way necessary for future roads.	Projects reviewed for TMP
Orange Grove Road Access Management Plan	2003	The Joint Orange Grove Road Transportation Group recommends the following actions to alleviate unsafe conditions and to manage potential congestion from future development in the Orange Grove Road corridor. The recommendations address five basic issues: 1. obtaining funding for improvements to enhance safety for all modes of traffic; 2. providing pedestrian facilities (sidewalks) in the corridor; 3. implementation of recommendations into local plans and regulations; 4. recommendations for future studies; and 5. distribute the report to community groups for comments.	Projects reviewed for TMP

<p>Eno Economic Development District Access Management Plan</p>	<p>2013</p>	<p>The Study Area for the Eno EDD Access Management Plan is the area depicted as Economic Development Transition on the Orange County Future Land Use Map. The plan notes that as properties are developed for non-residential land uses within the Eno EDD, transportation interconnectivity and access will become increasingly important - enhancing the importance of the adopted AMP, which can also be incorporated into regional transportation plans and enhance collaboration with the DCHC MPO. Since adoption, several recommendations have been implemented including land use plan map amendments, a long range CIP for all economic development zones, new bus services in coordination with Triangle Transit Authority, and evaluation of a future commuter rail transit stop within the Eno EDD area.</p>	<p>Projects reviewed for TMP</p>
<p>Buckhorn Small Area Plan</p>	<p>2020</p>	<p>The Buckhorn Economic Development District (BEDD) is included in this study area. Recommendations in this plan include the expansion of manufacturing, wholesale, distribution, and service uses in the Buckhorn Area. With this expansion of the Buckhorn Economic Development District, the plan also recommends additional land use districts to incorporate a new zoning district that encourages documented research, office and manufacturing facilities and also support walkability, mixing of uses and practical design that is compatible with the surrounding land uses.</p>	<p>Projects reviewed for TMP</p>
<p>Efland-Mebane Small Area Plan</p>	<p>2006</p>	<p>The Efland/Mebane Small Area Plan Task Force, who developed this small area plan, was formed with the mission to evaluate the existing Land Use Element of Orange County's Comprehensive Plan and offer local perspective on various categories including the 10-Year Transition, Economic Development District, Commercial/Industrial Activity Node and roadways. Recommendations for the Efland-Mebane Small Area Plan includes goals and objectives for areas including: Water and Sewer, Land Use, Transportation, Housing, Parks/Recreation. Recommendations included Potential Transfer of Development Rights (TDR), Impact Fees, Plan Updates and Implementation.</p>	<p>Projects reviewed for TMP</p>
<p>NC 57 Speedway Small Area Plan</p>	<p>2007</p>	<p>This plan was a collaborative effort between the Economic Development Department, Planning and Inspections Dept, and Durham County. The plan identifies opportunities for economic development in the rural portion of Orange County, such as the NC 57 corridor area which encompasses nearly 930 acres of land. One element essential for study was the impact of existing non-residential developments and identifying acceptable levels of future development of residential and non-residential uses.</p>	<p>Projects reviewed for TMP</p>

<p>Eno Economic Development District Small Area Plan</p>	<p>2008</p>	<p>This plan was the work of a citizen Task Force and the Economic Development and Planning staff to address land use, infrastructure, and local government jurisdictional issues in the Eno EDD which is comprised of about 942 acres of land. Recommendations included supporting redesigning the I-85/US 70 interchange and developing a US 70 and secondary roads Access Management Plan. The general mission of the Task Force is to evaluate the existing Land Use Element of the County's Comp. Plan in particular regarding the Economic Development District, categories including Commercial Node, Resource Protection Areas, Rural Residential.</p>	<p>Policies reviewed for TMP</p>
<p>Climate Action Plan (CAP)</p>	<p>2023</p>	<p>This CAP serves as a guiding document and comprehensive strategy towards GHG reductions both in County operations and community-wide. The project team analyzed the long term GHG emissions reduction potential of 7 strategies with target goals, which if achieved, would ensure the County reaches net zero by 2050. Some key targets include: decreasing VMT by 30% from a 2019 baseline, increase community EV adoption to 50% by 2035 & 100% by 2050, and achieve 100% renewable electricity by 2050 in municipal operations and community-wide.</p>	<p>Policies reviewed for TMP</p>
<p>Strategic Action Plan</p>	<p>2024</p>	<p>The county's 5-year strategic plan includes these key priorities: 1) Environmental Protection and Climate Action 2) Healthy Community 3) Housing for All 4) Multi-Modal Transportation 5) Public Engagement / Learning Community 6) Diverse and Vibrant Economy. It's Multi-Modal Transportation goal is to collaborate with regional partners to expand, integrate/connect and provide accessible public transportation options. With the strategic plan adopted, the next phase is implementation and translating outlined strategies into actionable steps with timelines.</p>	<p>Policies reviewed for TMP</p>
<p>2030 Comprehensive (Land Use) Plan</p>	<p>2008</p>	<p>This is a blueprint document to guide future policy decisions through the year 2030, covering multiple areas including: economic development, housing, land use, natural and cultural systems, parks and recreation, and transportation (Ch. 9). Regarding transportation, the County is actively encouraging alternative modes of transportation and ride-sharing, including interconnected pedestrian and bicycle trails, transit lanes along major thoroughfares and the possible development of park-and-ride lots to encourage use of public transit for commuting.</p>	<p>Policies reviewed for TMP</p>
<p>Safe Routes to School Update</p>	<p>2024</p>	<p>As an update to the 2013 Safe Routes to School Report, this plan analyzes all 13 County schools within Orange County. The plan examines existing traffic conditions and patterns, motorist behavior, and pedestrian and bicyclist activity to determine areas of strength and improvement. The Plan then make recommendations focused on improving motorist behavior and creating safer and more accessible walking conditions to school.</p>	<p>Projects reviewed for TMP</p>

Orange County	Short Range Transit Plan	2024	This plan identifies short-term transit solutions to implement from 2025-2030. The plan analyzes performance of existing transit service, evaluates strategies to improve transit, and provides recommendations through 2030. Recommendations include mobility on demand services, discontinuing the Orange-Alamance Connector, improvements to the Hillsborough Circulator, implementing the Mebane Circulator, and consolidation of the Hill to Hill route.	Projects reviewed for TMP
Carrboro	Updated Bike Plan	2020	The updated plan has a new vision statement, "Envisioning Carrboro as a place where biking is accessible, safe and convenient for everyone between the ages of 8 to 80". From the recommended network the strategic priorities include specific roads and segments based on crash data, network connectivity, demand, gap closures, racial equity and low stress opportunities.	Projects reviewed for TMP
	2022-2042 Comprehensive Plan	2022	The plan looks 20 years into the future with short, medium and long-term courses of action on land use, economic sustainability, transportation & mobility (Ch. 5), climate & environment and other goals. Each goal includes a vision statement that grew out of various engagement techniques with input from residents, Town Council, Advisory Boards, and partner organizations. Some key proposed strategies for the Transportation & Mobility goal are displayed in a Strategies Map (p. 67).	Projects reviewed for TMP
Chapel Hill	Mobility and Connectivity Plan	2017	This plan focuses on leveraging the Town's growing greenway system with an updated design toolkit for on-street networks to create safe and comfortable corridors linking key destinations. It also presents a toolbox of pedestrian, shared-use and bicycle facility types, the feasibility of these facilities, and an implementation strategy for the future. It serves as a guide for town staff, stakeholders and the public interested in the pursuit of creating an 1) integrated transportation system with 2) improved comfort and 3) convenient choices for all citizens and visitors of Chapel Hill.	Projects reviewed for TMP
	Bike Plan	2014	The plan recommends two Short Term Priority Network implementation strategies: lane diets and street reconstruction	Plan Superceded by Mobility and Connectivity Plan. Not included in the TMP
	Short Range Transit Plan	2020	The Short Range Transit Plan (SRTP) provides Chapel Hill Transit with an implementable approach to guide transit in CH and Carrboro for the next 10 years and beyond. Key goals are 1) improve transit mode shift 2) increase ridership 3) create high frequency transit corridors 4) emphasize equity 5) improve weekend service and 6) enhance convenience of living without a private vehicle. An iterative process was utilized to develop a fiscally-constrained set of recommendations addressing key goals such as Sunday service, making service easier to understand, and improving frequency in key corridors.	Projects reviewed for TMP

Chapel Hill	Accessibility Audit: Chapel Hill TOD Planning & UDO Visioning Study (North South Bus Rapid Transit)	2022	The focus of the TOD and focus area audit was to improve connections for walking, rolling and bicycling within the first/last mile of the future BRT corridor and two key redevelopment areas of the town. The N-S BRT project spans 7.3 miles and 17 stations along MLK Jr. Blvd, Columbia St, and US Hwy 15-501. The planning, design and implementation of the project was closely aligned with this accessibility study. Gaps and recommendations were produced within 10-minute walksheds of the BRT stations to ensure accessible routes for those of all ages and abilities.	Projects reviewed for TMP
	Connected Roads Plan	2023	This plan is a complement to the Town of Chapel Hill's Vision & Goals and advances the Complete Community strategy, which emphasizes community needs while accounting for future growth and redevelopment and focusing on roadway connections primarily as portions of new development projects. The town aims to improve connectivity and safety for local trips while considering road safety, pedestrian and bicycle safety, accessibility and convenience.	Projects reviewed for TMP
	US 15-501	-	This plan develops an overarching vision to guide the study process and recommendations put forth for adoption and implementation. After a visioning process with key constituent groups, elected officials, agency staff and advocacy groups, a final vision was produced with the key themes being: multimodal, connectivity and mobility. The plan includes an evaluation of alternatives.	This Plan was not adopted. Not included in the TMP
	Greenways Master Plan	2013	This is an update to the previous plan adopted in 2006, and includes recommendations such as the acquisition of 38 total miles of linear open space, developing trails for bicycle and pedestrian activity, and a variety of trail types proposed to suit specific recreational or transportive priorities and specific site conditions with 5, 10, and 20 years. The plan explores potential regional connections and integrating the greenway system into the greater regional system with neighbors such as Carrboro, Durham, and Orange County.	Projects reviewed for TMP
Hillsborough	Comprehensive Sustainability Plan 2030	2023	Municipalities are required to create and maintain a comprehensive plan according to North Carolina General Statute 160D-50 (a1). The plan establishes a collective vision for Hillsborough and organized into eight focus areas including Social Systems & Public Space, Housing & Affordability, Economic Systems & Tourism, Climate & Energy, Land Use & Development, Environment & Natural Systems, Transportation & Connectivity and Town Government & Public Services. Each focus area contains potential Action steps with various timeframes and priority levels.	Projects reviewed for TMP

Hillsborough	Ridgewalk Greenway	2023	This feasibility study provides a high-level evaluation of potential alignments and design elements for a multi-use greenway between downtown and neighborhoods south of I-85 (to Cates Creek Park) to facilitate safe, barrier-free mobility for pedestrians and bicyclists. A future train station site is being designed (with construction complete by 2028) with Ridgewalk Greenway planned to be constructed through the site and adjacent to the station as well.	Projects reviewed for TMP
	NC 86 Connector	2020	The purpose of this corridor study is to identify and evaluate new opportunities to increase connectivity and network efficiency in this area specifically addressing the east-west connection from S Churton St to NC 86, and the offset intersections of Eno Mountain Rd and May St, as the area has faced worsening congestion.	Plan Superseded by Comprehensive Sustainability Plan. Not included in the TMP
	S Churton St Multimodal Corridor Study	2024	The study corridor is 2.4 miles long on Churton St / Old NC 86 between I-40 and US-70 BUS and serves as a gateway into downtown.	Projects reviewed for TMP
	Traffic Separation Study	2014	This plan studied 2 at-grade and 1 grade-separated rail crossings in detail to evaluate safety improvements. Safety and mobility issues, crash data, and a capacity analysis were evaluated to develop recommendations.	Plan Superseded by Comprehensive Sustainability Plan. Not included in the TMP
	US 70/ Cornelius St Corridor Strategic Plan	2007	The plan anticipated a need to widen US 70 based on growing traffic patterns and examines the corridor's issues including land use, transportation, crime, code enforcement, and site planning/design.	Plan Superseded by Comprehensive Sustainability Plan. Not included in the TMP
	Strategic Plan FY2024-26	2023	This plan was drafted after years of collaboration among members of the Board of Commissioners and leadership from town departments and divisions. The main focus area categories are sustainability, connected community, economic vitality, community safety and service excellence. Each focus area includes a list of objectives and potential initiatives to be implemented in the next 1-3 years.	Policies reviewed for TMP
	Community Connectivity Plan	2009	The plan focuses on Town plans for specific segments of sidewalks and roads for development. Potential projects are identified with a 1-10 year timeframe for different projects.	Plan Superseded by Comprehensive Sustainability Plan. Not included in the TMP
	Bicycle and Pedestrian Transportation Plan	2015	This plan focuses on improving the bicycling and walking environments in Mebane to make it an integral part of daily life. The goals of this plan are to create annual educational events, raise awareness, identify funding streams, build a high priority bicycle and pedestrian network, increase bicyclist and pedestrian safety, and improve connectivity.	Projects reviewed for TMP
Mebane				

Mebane	2040 CTP	2018	This plan is multi-modal, covering roadway, public transportation, and bicycle/pedestrian travel. The CTP recommends 32 projects across all modes (13 roadway projects, 5 bicycle, 6 pedestrian, 6 shared use paths and 1 transit project (The Mebane Circulator).	Projects reviewed for TMP
	Traffic Separation Study	2018	This study focuses on eight existing at-grade roadway railroad crossings along a 5-mile span. A TSS determines the need for improving and/or eliminating public at-grade crossings. The study provided final recommendations with low-high range cost estimates that do not include right of way acquisition, utility relocation or construction where railroad construction is required.	Projects reviewed for TMP



Appendix III

Projects from Previous Plans & Studies

Roadway Projects from Previous Plans and Studies

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Roadway Projects							
Erwin Rd.	Improve to a four lane divided roadway north of Whitfield with bicycle and pedestrian accommodations on both sections to relieve projected congestion	W Cornwallis Rd	Whitfield Rd	Congestion / Mobility	Improve	DCHC MPO 2017 CTP	DURH0036-H-A
Estes Dr Ext	Extension of Estes Dr. Bike lanes and sidewalks are currently recommended on Estes Drive Extension to increase capacity some with additional safety improvements to be considered.	N Greensboro St	Seawell School Road	Other (Safety)	Improve	DCHC MPO 2017 CTP	ORAN9465-H
Erwin Rd.	Needs Improvement	Sage Rd	Whitfield Rd	Modernization	Improve	DCHC MPO 2017 CTP	ORAN0107-H-B
Hillsborough Rd	Needs Improvement	Old NC 86	Estes Dr	Modernization	Improve	DCHC MPO 2017 CTP	ORAN0111-H
I-85/US 70 connector	Needs Improvement	I-40/85	US 70	Undetermined	Improve	DCHC MPO 2017 CTP	ORAN9800-H
Mt. Carmel Church Rd	Needs Improvement	Old Farrington Rd	Parker Rd	Undetermined	Improve	DCHC MPO 2017 CTP	ORAN0115-H-A
Mt. Willing Rd	Needs Improvement	I-40/85	US 70	Modernization	Improve	DCHC MPO 2017 CTP	ORAN0116-H
Old NC 86	Improve to a two-lane undivided cross section comprised of twelvefoot travel lanes with five-foot shoulders or bike lanes and improve sight distance where needed to better accommodate vehicular and bicycle travel. Improvements related to travel lane width, intersection and driveway entrance sight distance, and paved shoulders accommodating bicycle travel are needed.	Eubanks Rd	I-40	Modernization	Improve	DCHC MPO 2017 CTP	ORAN0119-H
Old NC 86	Improve to a two-lane undivided cross section comprised of twelvefoot travel lanes with five-foot shoulders or bike lanes and improve sight distance where needed to better accommodate vehicular and bicycle travel. Improvements related to travel lane width, intersection and driveway entrance sight distance, and paved	Dairyland Rd	Eubanks Rd	Modernization	Improve	DCHC MPO 2017 CTP	ORAN0119-H

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
	shoulders accommodating bicycle travel are needed.						
Old NC 86	Improve to a two-lane undivided cross section comprised of twelvefoot travel lanes with five-foot shoulders or bike lanes and improve sight distance where needed to better accommodate vehicular and bicycle travel. Improvements related to travel lane width, intersection and driveway entrance sight distance, and paved shoulders accommodating bicycle travel are needed.	Dairyland Rd	Hillsborough Rd	Modernization	Improve	DCHC MPO 2017 CTP	ORAN0119-H
US 70	Widen to a 4-lane divided cross-section with curb and gutter, bikes lanes, and sidewalks	N Churton St	US 70A	Congestion / Mobility	Improve	DCHC MPO 2017 CTP	ORAN0101-H-C
US 70	Widen to a 4-lane divided cross-section with curb and gutter, bikes lanes, and sidewalks	N Churton St	West Hill Ave N	Congestion / Mobility	Improve	DCHC MPO 2017 CTP	ORAN0101-H-B
US 70	Widen to a 4-lane divided cross section with 5-foot bike lanes and 5-foot sidewalks separate from travel lanes.	Mt Hermon Church Rd	US 70A	Congestion / Mobility	Improve	DCHC MPO 2017 CTP	ORAN0102-H
US 70	Widen to a 4-lane divided cross-section with curb and gutter, bikes lanes, and sidewalks	I-85/US 70 Connector	West Hill Ave N	Congestion / Mobility	Improve	DCHC MPO 2017 CTP	ORAN0101-H
Lucy Ln	Widen to a 2-lane undivided cross section with paved shoulders	Old NC 86	Lucy Ln end	Congestion / Mobility	Improve	DCHC MPO 2017 CTP	ORAN0106-H-A
Lucy Ln extension	Recommended new location road	Union Grove Church Rd	Lucy Ln end	Undetermined	New Location	DCHC MPO 2017 CTP	ORAN0106-H-B
Albert Rd	Needs Improvement	Dairyland Rd	Union Grove Church Rd	Undetermined	Improve	DCHC MPO 2017 CTP	ORAN0106-H
Mt. Carmel Church Rd	Improve to a 2-lane with two way left turn lane, curb and gutter, bikes lanes, and sidewalks	Parker Rd	Bennett Rd	Modernization	Improve	DCHC MPO 2017 CTP	ORAN0115-H
Eubanks Rd.	Widen to a four lane divided boulevard to accommodate projected 2040 vehicular traffic and to adequately accommodate increased pedestrian and bicycle traffic.	MLK Jr Blvd	Mill House Rd	Congestion / Mobility	Improve	DCHC MPO 2017 CTP	MTP-200
Purefoy Rd Ext	New Location	Sandberg Ln	Weaver Dairy Rd	Congestion / Mobility	New Location	DCHC MPO 2045 MTP	220
Homestead Rd	Add turn lanes where needed. Bike lanes and sidewalks are recommended along the entirety of the corridor.	Old NC 86	Rogers Rd	Modernization	Improve	DCHC MPO 2045 MTP	36
NC 86	Widen to a 4-lane divided cross section with a raised median with bike lanes and sidewalks.	Old NC 10	US 70 Business	Congestion / Mobility	Improve	DCHC MPO 2045 MTP	80

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
NC 86 (and US 70 intersection)	Improvements are needed to accommodate projected traffic and to improve pedestrian safety. Further study is needed for specific improvements.	US 70 Bypass	North of NC 57	Congestion / Mobility	Improve	DCHC MPO 2045 MTP	81
New Hope Commons Dr Extension	New Location	Eastowne Dr	New Hope Commons Dr	Congestion / Mobility	New Location	DCHC MPO 2045 MTP	440
Eno Mountain Rd realignment	Recommended new facility. Realignment of Eno Mountain Road (SR 1148) at the intersection of Mayo Street (SR 1192) and Orange Grove Road (SR 1006) with on-road bicycle, pedestrian and bus accommodations.	Mayo St	Eno Mountain Rd	Congestion / Mobility	New Location	DCHC MPO 2045 MTP	364
Orange Grove Connector	Construct a new 4-lane divided boulevard facility with bicycle, pedestrian and bus accommodations.	Orange Grove Rd	NC 86	Congestion / Mobility	New Location	DCHC MPO 2045 MTP	89.3
New Collector Rd	New Location	Orange Grove Rd Ext	Becketts Ridge Rd	Congestion / Mobility	New Location	DCHC MPO 2045 MTP	437
Lake Hogan Farms Rd	New Location	Eubanks Rd	Legends Way	Congestion / Mobility	New Location	DCHC MPO 2045 MTP	51
Homestead Rd	Improvements are needed to adequately accommodate pedestrian and on-road bicycle traffic. Improvements to intersections and spot improvements are recommended.	Rogers Rd	NC 86	Modernization	Improve	DCHC MPO 2045 MTP	35
Buckhorn Road Extension	Provide a new location 2-lane cross section at Orange Grove Road to extend Buckhorn Road into Dairyland Road to provide better connectivity and improve traffic flow.	Orange Grove Rd Ext	Dairyland Rd	Congestion / Mobility	New Location	Orange County 2013 CTP	ORAN0008-H
Buckhorn Road	Upgrade the current unsurfaced 20-foot cross section to a surfaced, 24-foot cross section suitable for public traffic use.	Orange Grove Rd	Bradshaw Quarry Rd	Modernization	Improve	Orange County 2013 CTP	ORAN0004-H
Arthur Minnis Road	Upgrade the current unsurfaced 20-foot cross section to a surfaced, 24-foot cross section suitable for public traffic use.	Dodsons Cross Rd	Rocky Ridge Rd	Modernization	Improve	Orange County 2013 CTP	ORAN0003-H
Efland-Cedar Grove Rd	Upgrade the current 20-foot cross section to a 24-foot cross section with improvements to turn lanes and straightening of the roadway where needed.	Highland Farm Rd	North of Carr Store Rd	Modernization	Improve	Orange County 2013 CTP	STIP-5143, SPOT ID #559
Little River Church Rd Ext	Provide a new location 2-lane cross section at Walnut Grove Church Road to extend Little River	Walnut Grove Church Rd	Sawmill Rd E	Congestion / Mobility	New Location	Orange County 2013 CTP	ORAN0005-H

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
	Church Road into Sawmill Road to provide better east-west continuity and connectivity.						
NC 86	Widen to a 4-lane divided expressway cross section.	Coleman Loop Rd	Walnut Grove Church Rd	Congestion / Mobility	Improve	Orange County 2013 CTP	ORAN0001-H
NC 86	Widen to a 4-lane divided expressway cross section.	Walnut Grove Church Rd	Sawmill Rd	Congestion / Mobility	Improve	Orange County 2013 CTP	ORAN0001-H
NC 86	Widen to a 4-lane divided expressway cross section.	Caviness Jordan Rd	Efland Cedar Grove Rd	Congestion / Mobility	Improve	Orange County 2013 CTP	ORAN0001-H
NC 86	Widen to a 4-lane divided expressway cross section.	Efland Cedar Grove Rd	500 ft south of Miller Rd	Congestion / Mobility	Improve	Orange County 2013 CTP	ORAN0001-H
Mebane-Oaks Road	Upgrade the current 22-foot cross section to a 24-foot cross section with wide shoulders and turn lanes where needed.	NC 54	Thom Rd	Modernization	Improve	Orange County 2013 CTP	ORAN0006-H
Mebane-Oaks Road	Upgrade the current 22-foot cross section to a 24-foot cross section with wide shoulders and turn lanes where needed.	Thom Rd	Orange County line	Modernization	Improve	Orange County 2013 CTP	ORAN0006-H
Mebane Oaks Road	Upgrade the current 22-foot cross section to a 24-foot cross section with wide shoulders and turn lanes where needed.	Orange County line	Oak Grove Church Rd	Modernization	Improve	Orange County 2013 CTP	ORAN0006-H
Mebane Oaks Road	Upgrade the current 22-foot cross section to a 24-foot cross section with wide shoulders and turn lanes where needed.	Oak Grove Church Rd	Horner Farm Trl	Modernization	Improve	Orange County 2013 CTP	ORAN0006-H
NC 86	Widen to a 4-lane divided expressway cross section.	Sawmill Rd	Caviness Jordan Rd	Congestion / Mobility	Improve	Orange County 2013 CTP	ORAN0001-H
NC 86	Widen to a 4-lane divided expressway cross section.	500 ft south of Miller Rd	Miller Ln	Congestion / Mobility	Improve	Orange County 2013 CTP	ORAN0001-H
Buckhorn Rd	Widen 0.5 miles of Buckhorn Road, from US 70 to W Ten Road, to a four lane divided section	US 70	W Ten Rd	Congestion / Mobility	Improve	Mebane 2040 CTP	Roadway Project #6
North Mattress Factory Road	Realign the northern terminal of Mattress Factory Road to improve existing at-grade railroad crossing on Washington Street	US 70	Mattress Factory Rd	Other (Safety)	New Location	Mebane 2040 CTP	Roadway Project #3
I-85	Add lanes	West of Orange Grove Rd in Orange County	West of Sparger Rd in Durham County	Congestion / Mobility	Improve	NCDOT 2024-2033 STIP	I-0305

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
SR 1009 (SOUTH CHURTON STREET)	Widen to multi-lanes	I-40	Eno River in Hillsborough	Congestion / Mobility	Improve	NCDOT 2024-2033 STIP	U-5845
SR 1004 (EFLAND-CEDAR GROVE ROAD)	Improve horizontal alignment of curve to provide a minimum of 60 mph design speed	North of intersection with Highland Farm Rd	North of intersection with Eno Springs Drive	Other (Safety)	Improve	NCDOT 2024-2033 STIP	W-5143
NC 54	Construct operational improvements, including bicycle/pedestrian accommodations	Orange Grove Rd	Old Fayetteville Rd	Access Management / Operations	Improve	NCDOT 2024-2033 STIP	R-5821A
NC 86	Upgrade to a reduced conflict intersection.	Northwood Dr	Ramp C/D at I-40	Access Management / Operations	Improve	NCDOT 2024-2033 STIP	I-3306AC
I-40 / I-85	Pavement rehabilitation.	West of Buckhorn Rd	West of Orange Grove Rd	Other	Improve	NCDOT 2024-2033 STIP	I-5958
SR 1146 (WEST TEN ROAD)	Construct overlay, paved shoulders, and turn lanes.	Buckhorn Rd	West of Bushy Cook Rd	Other (Economic Development)	Improve	NCDOT 2024-2033 STIP	U-6245
I-40	Widen to six lanes, improve NC 86 interchange, and install ITS.	I-85 in Orange County	I-85 in Durham County	Congestion / Mobility	Improve	NCDOT 2024-2033 STIP	I-3306A
I-40 / I-85	Pavement rehabilitation.	East of NC 54 in Graham in Alamance County	West of Buckhorn Rd in Orange County	Other	Improve	NCDOT 2024-2033 STIP	I-5954
US 15 / US 501	Convert remaining non-synchronized sections of facility to synchronized street.	US 64 Bypass	Smith Level Rd	Other	Improve	NCDOT 2024-2033 STIP	U-6192
Rex Road Extension	New location extension of Rex Road.	Myrica St	Rex Rd	Congestion / Mobility	New Location	Chapel Hill 2023 Connected Roads Plan	1
Orange County Property Connection	New location road connecting two properties	Chapel Hill Transit Parking Lot	Chapel Hill Public Works Parking Lot	Congestion / Mobility	New Location	Chapel Hill 2023 Connected Roads Plan	30
Buckhorn Road	Widening to multi-lane divided facility including I-40/I-85 interchange improvements.	W Ten Road	WB I40/I85 Ramps	Congestion / Mobility	Improve	BG MPO 2045 MTP	Hwy-107

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Buckhorn Rd/Frazier Rd	Widening and new location with above-grade crossing of RR to connect to US 70.	US 70	WB I40/I85 Ramps	Congestion / Mobility	New Location	BG MPO 2045 MTP	Hwy-113
Lebanon Road	Intersection Improvements	Stagecoach Road	N Frazier Rd	Access Management / Operations	Improve	BG MPO 2045 MTP	Hwy-169
I-40	Implement bus on shoulder, enhanced surveillance cameras, ramp metering and additional supportive ITS strategies along I-40, BGMPO	BGMPO eastern boundary	BGMPO western boundary	Other (ITS)	Improve	BG MPO 2045 MTP	ITS-B1-A
NC 54	NC 54 Widening from Mineral Springs Rd to Mebane Oaks Rd just past MPO Boundary	Mineral Springs Rd	Mebane Oaks Rd	Congestion / Mobility	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-133
Mattress Factory Road	Mattress Factory Road from South of Washington Street to I-40/I-85, Roadway Widening	South of Washington St	I-85/I-40	Congestion / Mobility	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-106
Bowman Rd	Bowman Road from Ben Wilson Road to West Ten Road, Roadway Modernization	Ben Wilson	West Ten Road	Modernization	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-135
Ben Wilson Road	Ben Wilson Road from Wilson Road to Bowman Road, Roadway Widening	Wilson Road	Bowman Road	Congestion / Mobility	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-140
Mattress Factory Road	Mattress Factory Road Extension from Mattress Factory Road to US 70, Roadway New Location	South of E. Washington Street	US 70	Undetermined	New Location	BG MPO Unfunded Projects from 2045 MTP	Hwy-161
Lebanon Road	Lebanon Road from Mill Creek Road to Efland-Cedar Grove Road/End of MPO, Intersection Improvements	Stagecoach Road	N. Frazier Road	Access Management / Operations	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-169
West Ten Road	West Ten Road (SR 1146) from I-40/I-85 to Buckhorn Road, Roadway Widening	I-40/I-85	Buckhorn Rd	Congestion / Mobility	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-102
Mill Creek Connector	New roadway connector from Laramie Drive to Saddle Club Road to improve east west local connectivity in the northern sections of Mebane.	Laramie Dr	Saddle Club Rd	Congestion / Mobility	New Location	BG MPO Unfunded Projects from 2045 MTP	Hwy-110
Mace Rd	Construct approximately 0.35 mile, two-lane section, extension of Mace Road to connect two existing dead-ends	Mace Rd	Mace Rd	Congestion / Mobility	New Location	BG MPO Unfunded Projects from 2045 MTP	Hwy-112
Rabbit Run Road	Rabbit Run Road from Buckhorne Road to West Ten Road, Roadway New Location	Buckhorn Road	West Ten Road	Undetermined	New Location	BG MPO Unfunded Projects from 2045 MTP	Hwy-134

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
I-40	I-40 Enhanced surveillance, hard shoulder running, and ramp metering	BGMPO western boundary	BGMPO eastern boundary	Other (ITS)	Improve	BG MPO Unfunded Projects from 2045 MTP	ITS-B1-B
I-40	I-40/US 70 ICM	BGMPO western boundary	BGMPO eastern boundary	Other (ICM)	Improve	BG MPO Unfunded Projects from 2045 MTP	ITS-ICM2
US 70	I-40/US 70 ICM	BGMPO western boundary	BGMPO eastern boundary	Other (ICM)	Improve	BG MPO Unfunded Projects from 2045 MTP	ITS-ICM2
US 70	US 70 Advanced Signal Technology upgrades, Enhanced Surveillance	BGMPO western boundary	BGMPO eastern boundary	Other (ICM)	Improve	BG MPO Unfunded Projects from 2045 MTP	ITS-B2
I-40	Improve truck safety with wayfinding, incident management, dynamic message signs on road conditions, and/or accel/decel lanes	Buckhorn Rd	I-40 / I-85 Split	Other (Safety)	Improve	Triangle Regional Freight Plan 2019	1
NC-54	Widen lanes; Improve the US 15-501 interchange; Improve signal coordination, and truck signage	US 15-501	I-40	Congestion / Mobility & Other (Safety)	Improve	Triangle Regional Freight Plan 2019	21
I-85	Add lanes; Improve truck safety with wayfinding, incident management, dynamic message signs on road conditions, and accel/decel lanes	US 70 Business (Exit 170)	US 15-501	Congestion / Mobility & Other (Safety)	Improve	Triangle Regional Freight Plan 2019	10
I-40 / I-85	Priority route for safety improvements. Emphasis areas for potential improvements include speed related, intersection, heavy truck, pedestrian, and lane departure.	BGMPO Western Boundary	BGMPO Eastern Boundary	Other (Safety)	Improve	BG MPO TSP	1
Intersection Projects							
I-40/New Hope Common Dr Extension Bridge	Grade Separation Recommended. New Hope Common Dr bridge over I-40	-	-	Bridge / Overpass	New Location	DCHC MPO 2017 CTP	DURH0507-H
I-40/NC 86 Interchange	Upgrade interchange capacity; managed lane access	-	-	Interchange	Improve	DCHC MPO 2017 CTP	I-3306
I-85/US 70 Connector interchange upgrade	Make full access interchange at US 70	-	-	Interchange	Improve	DCHC MPO 2017 CTP	ORAN0502-H
I-85/New Collector-Hillsborough	Grade Separation Recommended	-	-	Bridge / Overpass	New Location	DCHC MPO 2017 CTP	ORAN0503-H

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Orange Grove Connector/Rail	Grade Separation Recommended	-	-	Bridge / Overpass	New Location	DCHC MPO 2017 CTP	U-5848
Buckhorn Road	Grade Separation Recommended. Construct a roadway bridge over the rail tracks.	-	-	Bridge / Overpass	New Location	Mebane 2018 TSS	
I-85/I-40 at Mattress Factory Rd	Proposed Interchange	-	-	Interchange	New Location	BG MPO 2045 MTP	Int-02
Buckhorn Road/Industrial Drive	Intersection Improvements	-	-	Intersection	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-149
Lebanon Rd & Stagecoach Rd	Intersection Improvements	-	-	Intersection	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-127
Ben Wilson Road/Bowman Road	Intersection Improvements	-	-	Intersection	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-146
Buckhorn Road/West Ten Road	Intersection Improvements	-	-	Intersection	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-148
SR 1005 (Old Greensboro Road)	Replace Bridge 670085 over Phil's Creek	-	-	Bridge / Overpass	Improve	NCDOT 2024-2033 STIP	B-5348
NC 86	Replace Bridge 670049 over North Carolina Railroad / Norfolk Southern Railroad	-	-	Bridge / Overpass	Improve	NCDOT 2024-2033 STIP	B-6037
I-85 / SR 1009	SR 1009 (South Churton Street) in Hillsborough. Interchange improvements	-	-	Interchange	Improve	NCDOT 2024-2033 STIP	I-5967
I-85 / NC 86	NC 86 in Hillsborough. Upgrade interchange	-	-	Interchange	Improve	NCDOT 2024-2033 STIP	I-5984
NC 54 / SR 1006	SR 1006 (Orange Grove Road). Intersection improvements	-	-	Intersection	Improve	NCDOT 2024-2033 STIP	R-5821B
SR 1008 (Mt Carmel Church Road) / SR 1913 (Bennett Road)	SR 1913 (Bennett Road) in Chapel Hill. Construct roundabout and related safety improvements	-	-	Intersection	Improve	NCDOT 2024-2033 STIP	U-5854

Bicycle and Pedestrian Projects from Previous Plans and Studies

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Bicycle and Pedestrian Projects							
SR 1780 (ESTES DRIVE)	Bicycle and Pedestrian improvements	North Greensboro St (SR 1772)	South of Norfolk-Southern RR tracks in Carrboro	Bicycle and Pedestrian	Proposed	NCDOT 2024-2033 STIP	EB-5886A
Homestead Rd	On road Bicycle Lane	NC 86	Rogers Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0139-B
Seawell School Rd	On road Bicycle Lane	Smith Middle School	Estes Dr	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0191-B
Erwin Rd	On road Bicycle Lane	Fordham Blvd	Durham Border	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0128-B
Culbreth Rd/Mt Carmel Church Rd	On road Bicycle Lane	Smith Level	Town Limits	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0117-B
Eubanks Rd	On road Bicycle Lane	Old NC 86	NC 86	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0130-B
Kerley Rd	On road Bicycle Lane	Erwin Rd	NC 751	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0202-B
Hwy 751	On road Bicycle Lane	Constitution Dr	Hillsborough Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0181-B
Mt Moriah Rd	On road Bicycle Lane	Old Chapel Hill Rd	Orange County Line	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0238-B
Erwin Rd	On road Bicycle Lane	NC 751	Orange County Line	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0111-B
Pickett Rd	On road Bicycle Lane. Multiuse if unpaved section closed.	Chapel Hill Rd	Erwin Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0277-B
Guess Rd	On road Bicycle Lane	Club Blvd	Umstead Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0146-B
Cole Mill Rd	On road Bicycle Lane	Rose of Sharon Rd	Orange County Line	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0065-B
Hillsborough Rd	On road Bicycle Lane	Sparger Rd	Orange County Line	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0167-B
Bacon Rd	On road 4' Paved Shoulder	Roxboro Rd	NC 57	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0017-B
Bill Poole Rd	On road 4' Paved Shoulder	Roxboro Rd	Orange County Line	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0026-B
Hopkins Rd	On road 4' Paved Shoulder	Bill Poole Rd	South Lowell Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0171-B

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Saint Marys Rd	On road 4' Paved Shoulder	Guess Rd	Bivens Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0317-B
Craig Rd	On road 4' Paved Shoulder	Bivins Rd	Umstead Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0072-B
Ebenezer Church Rd	On road 4' Paved Shoulder	Bivins Rd	Pleasant Green Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0103-B
Walker Rd	On road 4' Paved Shoulder	Walker Rd	New Sharron Church Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0101-B
Ode Turner Rd	On road 4' Paved Shoulder	Orange Grove Rd	Old Chapel Hill-Hillsborough Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0172-B
US 70	On road 4' Paved Shoulder	St Mary's Rd	Lawrence Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0213-B
I-85 Connector	On road 4' Paved Shoulder	Ben Johnston Rd	Cornelius St	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0140-B
Miller Rd	On road 4' Paved Shoulder	Baldwin Rd	Orange High School Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0156-B
NC 86	On road 4' Paved Shoulder	Coleman Loop	Rocky Ln	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0165-B
NC 86	On road 4' Paved Shoulder	Phoebe Dr	Eubanks	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0166-B
Mt Hernon Church Rd	On road 4' Paved Shoulder	Old NC 10	US 70	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0158-B
W Cornwallis Rd	On road 4' Paved Shoulder	Old NC 10	Bay Meadows Ln	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0216-B
Old NC 10	On road 4' Paved Shoulder	NC 86	US 70	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0175-B
Coleman Loop	On road 4' Paved Shoulder	NC Hwy 86	NC Hwy 86	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0114-B
Ben Johnston Rd	On road 4' Paved Shoulder	I-85 Connector	Dimmocks Mill Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0104-B
Pleasant Green Rd	On road 4' Paved Shoulder	US 70	New Sharon Church Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0180-B
Lawrence Rd	On road 4' Paved Shoulder	Old NC 10	St Mary's Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0147-B
Whitfield Rd	On road 4' Paved Shoulder	NC 86	Erwin Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0220-B
Dairyland Rd	On road 4' Paved Shoulder	MPO Boundary	Union Grove Church Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0118-B
St Mary's Rd	On road 4' Paved Shoulder	US 70	New Sharon Church Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0194-B

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
New Sharon Church Rd	On road 4' Paved Shoulder	St Mary's	Guess Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0171-B
Lebanon Rd	On road 4' Paved Shoulder	Brook Hollow Rd	Saddle Club Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0148-B
W Ten Rd	On road 4' Paved Shoulder	Rock Quarry Rd	I-85 Connector	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0217-B
Brookhollow Rd	On road 4' Paved Shoulder	E Lebanon Rd	Southern Dr	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0106-B
Frank Perry Rd	On road 4' Paved Shoulder	Coleman Loop	Faucette Mill Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0134-B
Dimmock Mill Rd	On road 4' Paved Shoulder	I-40	Orange Grove Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0122-B
Jones Ferry Rd	On road 4' Paved Shoulder	Edmister Ln	MPO Boundary	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0143-B
Faucette Mill Rd	On road 4' Paved Shoulder	Frank Perry Rd	Odie St	Bicycle	Proposed	DCHC MPO 2017 CTP	
Mt Sinai Rd	On road 4' Paved Shoulder	NC 86	Kerley Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0159-B
Orange Grove Connector	On road 4' Paved Shoulder	S Churton St	NC 86	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN9398-B
Dairyland Rd	On road 4' Paved Shoulder	Union Grove Church Rd	NC 86	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0119-B
Dairyland Rd	On road 4' Paved Shoulder	NC 86	Past Clermont Greenway Crossing	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0120-B
New Hope Church Rd	On road 4' Paved Shoulder	Old NC 86	Old NC 10	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0169-B
Old NC 86	On road Bicycle Lane; consider multiuse path alt.	Waterstone Dr	Aurthur Minnus Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0176-B
Old NC 86	On road Bicycle Lane; consider multiuse path alt.	Homestead Rd	New Hope Church Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0177-B
Orange Grove	On road 4' Paved Shoulder	Dobbsons Crossroads	1-40	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0179-B
S Churton St	On road 4' Paved Shoulder	E Margaret Lan	NC 86	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0186-B
Old Greensboro Rd	On road 4' Paved Shoulder	Jones Ferry Rd	MPO Boundary	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0174-B
NC 54	On road 4' Paved Shoulder	Reeves Rd	Dobsons Crossroads	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN9429-B
Mt Carmel Church Rd	On road 4' Paved Shoulder	Parker Rd	Chattham County Line	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0157-B

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
New Collector Rd	On road 4' Paved Shoulder	Orange Grove St	Becketts Ridge Dr	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0168-B
I-85 Connector	On road 4' Paved Shoulder	W Ten Rd	Ben Johnston Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0141-B
Mt Willig Rd	On road 4' Paved Shoulder	Brookhollow Rd	W Ten Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0160-B
Jones Ferry Rd	On road Bicycle Lane	NC 54	Edminster Lane	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0144-B
Farm House Dr	On road Bicycle Lane	End	Future connection to Tramore	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0132-B
University Lake Rd	On road Bicycle Lane on one side	Old Fayetteville Rd.	future terminus of Morgan Creek Greenway	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0208-B
S Churton St	On road Bicycle Lane	US 70 A	Waterstone Dr	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0187-B
NC 86 S	On road Bicycle Lane	Elizabeth Brady Rd	Old NC 10	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0167-B
US 70 A	On road Bicycle Lane	Churton St	Meadowlands Dr	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0214-B
US 70/Cornelius St	On road Bicycle Lane	West Hill Ave	St Mary's Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0215-B
US 15-501	On road Bicycle Lane	Orange County Line	Dogwood Dr	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0211-B
Baldwin Rd	On road Connect Miller Rd and Walker Rd facilities	Miller Rd	Walker Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0102-B
New Sharon Ch Rd	On road Bicycle Facility	Guess Rd	NC 57	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0170-B
Bivens Rd	On road Create connection to St Marys Rd	St Marys Rd	Ebenezer Ch Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH0027-B
S Lake Hogan Farm Rd	On road Bicycle Lane	Farmhouse Rd	Tramore Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0189-B
Old NC 86	On road Bicylce Lane	Farmhouse Rd	Homestead Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0178-B
Lake Hogan Farm Trail	On road Bicycle Lane	Lake Hogan Farms Rd. End	Tramore Dr	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0145-B
Turkey Farm Rd	On road From Orange County Bicycle Routes Map	Mt. Sinai Rd	Whitfield Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0206-B, ORAN0207-B

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
University Station Rd	On road From Orange County Bicycle Routes Map	Mt. Sinai Rd	US 70	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0209-B, ORAN0210-B
Terry Rd	On road From Orange County Bicycle Routes Map	New Sharon Ch Rd	St. Marys Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN0204-B, ORAN0205-B
E BROWN/LEBANON RD	Paved shoulder recommended	N FIFTH	E STAGECOACH	Bicycle	Proposed	Mebane CTP 2040	
WASHINGTON ST	Paved shoulder recommended	S EIGHTH	MATTRESS FACTORY	Bicycle	Proposed	Mebane CTP 2040	
US 70/CENTER	Paved shoulder recommended	N NINTH	SUPPER CLUB	Bicycle	Proposed	Mebane CTP 2040	
SUPPER CLUB	Paved shoulder recommended	LEBANON	US 70/CENTER	Bicycle	Proposed	Mebane CTP 2040	
OAKWOOD ST	Paved shoulder recommended	S EIGHTH	MATTRESS FACTORY	Bicycle	Proposed	Mebane CTP 2040	
MATTRESS FACTORY	Paved shoulder recommended	E WASHINGTON	OAKWOOD	Bicycle	Proposed	Mebane CTP 2040	
E WASHINGTON	Paved shoulder recommended	MATTRESS FACTORY	SARGENTS PATH	Bicycle	Proposed	Mebane CTP 2040	
Buckhorn Rd	Paved shoulder recommended	US 70	W Ten Rd	Bicycle	Proposed	Mebane CTP 2040	
Walnut Grove Church Road	On Road, Needs Improvement	Orange County Line	NC 86	Bicycle	Proposed	Orange County 2013 CTP	ORAN0005-B
McDade Store Road	On Road, Needs Improvement	NC 49	Efland Cedar Grove Rd	Bicycle	Proposed	Orange County 2013 CTP	ORAN0008-B
NC 49	On Road, Needs Improvement	NC 86	NC 49	Bicycle	Proposed	Orange County 2013 CTP	ORAN0009-B
Jones Ferry Road	On Road, Needs Improvement	Orange County Line	Ferguson Rd	Bicycle	Proposed	Orange County 2013 CTP	ORAN0003-B
NC 54	On Road, Needs Improvement	Orange County Line	Neville Rd	Bicycle	Proposed	Orange County 2013 CTP	NA
Bradshaw Quarry Road	On Road, Needs Improvement	Orange County Line	Orange Grove Rd	Bicycle	Proposed	Orange County 2013 CTP	NA
NC 86	On Road, Needs Improvement	Merlot Ln	Carr Store Rd	Bicycle	Proposed	Orange County 2013 CTP	ORAN0001-B
NC 86	On Road, Needs Improvement	Walnut Grove Church Rd	Phelps Rd	Bicycle	Proposed	Orange County 2013 CTP	ORAN0004-B

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Carr Store Rd	Unspecified On-road Bike Improvement	NC 49	Efland-Cedar Grove Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-077
Lonesome Rd	Unspecified On-road Bike Improvement	Harmony Church Rd	Mill Creek Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-039
Highland Farm Rd	Unspecified On-road Bike Improvement	Efland-Cedar Grove Rd	Coleman Loop Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-049
Halls Mill Rd	Unspecified On-road Bike Improvement	Highland Farm Rd	Bane Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-050
Hurdle Mills Rd	Unspecified On-road Bike Improvement	NC 86	Hester Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-053
Kiger Rd	Unspecified On-road Bike Improvement	NC 57	New Sharon Church Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-064
Hebron Church Rd	Unspecified On-road Bike Improvement	Mebane-Oaks Rd	Whitaker Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-032
Mebane-Oaks Rd	Unspecified On-road Bike Improvement	Orange County Line	S Jim Minor Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-031
Oak Grove Church Rd	Unspecified On-road Bike Improvement	Vernon Rd	Mebane-Oaks Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-030
Dodsons Xrd & Orange Grv Rd	4' paved shoulders	Dairyland	I-40 (in DCHC)	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-024

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Old Greensboro Rd	4' paved shoulders	Carrboro ETJ	Alamance County	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-017
Chestnut Ridge Church Rd	Unspecified On-road Bike Improvement	Buckhorn Rd	Mt Willing Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-027
White Cross Rd	Unspecified On-road Bike Improvement	Chatham Co	Dodsons Crossroad	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-019
Dodsons Crossroad	Unspecified On-road Bike Improvement	White Cross Rd	Dairyland Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-020
Dairyland Rd	4' paved shoulders	Orange Grove Rd	Union Grove Ch Rd (in DCHC)	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-021
Orange Grove Rd	4' paved shoulders	NC 54	Dairyland Rd (pt of larger project)	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-083
Buckhorn Rd	4' paved shoulders	Chestnut Ridge Ch Rd	W Ten Rd (pt of larger proj)	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-084
Mt Willing Rd	Unspecified On-road Bike Improvement	Chestnut Ridge Ch Rd	DCHC MPO line	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-028
Vernon Rd	Unspecified On-road Bike Improvement	Bradshaw Quarry Rd	Oak Grove Church Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-029
Whitaker Rd & Bowman Rd	Unspecified On-road Bike Improvement	Hebron Church Rd	Rock Quarry Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-033

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Lebanon Rd	Unspecified On-road Bike Improvement	Mill Creek tributary	Doe Run Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-034
Saddle Club Rd	Unspecified On-road Bike Improvement	Lebanon Rd	High Rock Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-035
High Rock Rd	Unspecified On-road Bike Improvement	Saddle Club Rd	Alamance Co line	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-036
Lynch Store Rd	Unspecified On-road Bike Improvement	Alamance Co line	Doc Corbett Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-037
Harmony Church Rd	Unspecified On-road Bike Improvement	Lynch Store Rd	Lonesome Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-038
Mill Creek Rd	Unspecified On-road Bike Improvement	Lonesome Rd	Carr Store Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-040
Doc Corbett Rd	Unspecified On-road Bike Improvement	Lynch Store Rd	Pentecost Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-041
Pentecost Rd	Unspecified On-road Bike Improvement	Doc Corbett Rd	McDade Store Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-042
Efland-Cedar Grove Rd	Unspecified On-road Bike Improvement	Carr Store Rd	McDade Store Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-047
Efland-Cedar Gr Rd	Paved Shoulder	Highland Farm	north of Carr Store (in larger project)	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-048

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Sawmill Rd	Unspecified On-road Bike Improvement	NC 86	Walnut Grove Church Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-051
Hester Rd	Unspecified On-road Bike Improvement	Hurdle Mills Rd	Ormond Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-054
Ormond Rd	Unspecified On-road Bike Improvement	Hester Rd	Walnut Grove Church Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-055
Laws Store Rd	Unspecified On-road Bike Improvement	Walnut Grove Church Rd	Brown Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-056
Brown Rd	Unspecified On-road Bike Improvement	Laws Store Rd	NC 157	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-057
Holly Ridge Rd	Unspecified On-road Bike Improvement	NC 157	NC 57	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-058
NC 157	Unspecified On-road Bike Improvement	Holly Ridge Rd	Brown Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-059
Pearson Rd	Unspecified On-road Bike Improvement	Walnut Grove Church Rd	NC 57	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-062
NC 57	Unspecified On-road Bike Improvement	Pearson Rd	Kiger Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-063
Schley Rd	Unspecified On-road Bike Improvement	Walnut Grove Church Rd	New Sharon Church Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-065

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Arthur Minnis Rd	Unspecified On-road Bike Improvement	Orange Grove Rd	Dodsons Crossroad	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-066
Mebane-Oaks Rd	Unspecified On-road Bike Improvement	Bradshaw Quarry Rd	NC 54	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-081
Mill Creek Rd	Unspecified On-road Bike Improvement	Lebanon Rd	Lonesome Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-068
Harmony Church Rd	Unspecified On-road Bike Improvement	Efland-Cedar Grove Rd	Lonesome Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-069
Efland-Cedar Grove Rd	Unspecified On-road Bike Improvement	Highland Farm Rd	Harmony Church Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-070
Mary Hall Rd and a short section of Laws Store Rd	Unspecified On-road Bike Improvement	NC 157	NC 57	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-071
NC 157	Unspecified On-road Bike Improvement	Laws Store Rd	Holly Ridge Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-072
NC 157	Unspecified On-road Bike Improvement	Brown Rd	Berry Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-073
Berry Rd	Unspecified On-road Bike Improvement	NC 157	Person County line	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-074
McDade Store Rd	Unspecified On-road Bike Improvement	Efland-Cedar Grove Rd	NC 86	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-044

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Carr Store Rd	Unspecified On-road Bike Improvement	Efland-Cedar Grove Rd	NC 86	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-046
Lake Orange Rd for bicycle travel	Unspecified On-road Bike Improvement	Ausling Way	NC 86	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-079
Mebane-Oaks Rd	Unspecified On-road Bike Improvement	Alamance line	Bradshaw Quarry Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-067
Saxapahaw Rd	Unspecified On-road Bike Improvement	NC 54	Alamance Co line	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-082
Orange Grove Rd	4' paved shoulders	Dairyland Rd	Arthur Minnis Rd (pt of larger project)	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-022
Buckhorn Rd	4' paved shoulders	Orange Grove Rd	Chestnut Ridge Ch Rd (pt of larger proj)	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-026
Corbett Ridge Rd	Unspecified On-road Bike Improvement	NC 49	Caswell Co line	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-045
Morgan Creek Trail Eastern Ext	Paved Greenway	Merritt's Pasture	Oteys Rd.	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Sunrise Road	Paved Greenway	Weaver Dairy Rd.	Chapel Hill Border	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
US 15	Paved Greenway	Orange County line	Dogwood Acres Dr	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Seawell School Road	Paved Greenway	Ironwoods Dr.	Chapel Hill Border	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
15-501 Sidepath	Sidepath	Mt. Carmel Church Rd.	Chapel Hill Border	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Boulder Hill Connector	Paved Greenway	Glenhaven Dr.	Ray Rd.	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Rogers Road	Paved Greenway	Purefoy Dr.	Homestead Rd.	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Rogers Road	Paved Greenway	Eubanks Rd.	Purefoy Dr.	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Seawell School Road	Sidepath	Seawell Elementary School	Woodleaf Dr	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
High School Road	Paved Greenway	Celtic Dr.	Homestead Rd.	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Eubanks Road (north side)	Sidepath	Millhouse Rd.	Chapel Hill Border	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Homestead Rd	Paved Greenway	Rogers Rd	Seawell School Rd	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Fan Branch Trail Ext	Paved Greenway	Graylyn Dr.	Carlton Dr.	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Mt. Carmel Church Road	Paved Greenway	US 15-501 (South)	Chapel Hill Border	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Ashe-Arboretum Connector	Sidepath	Ashe Pl.	Arboretum Dr.	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Martin Luther King Jr. Blvd	Paved Greenway	Eubanks Rd.	Longview St.	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Martin Luther King Jr. Blvd.	Paved Greenway	Eubanks Rd.	Perkins Dr.	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Carolina North Trails (UNC)	Paved Greenway	TM Carolina North Greenway	Seawell Elementary School	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Carraway Village Block D	Paved Greenway	Carraway Village	Putt Putt Fun Center	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
I-40 Sidepath	Sidepath	Erwin Rd.	Millhouse Rd.	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Millhouse Rd	Sidepath	Carraway Village	Town Operations Center	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Horace Williams Trail	Paved Greenway along RR	Maywood Way	Homestead Rd	Multiuse Path	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Fan Branch Trail	Multiuse Path	Merritt Dr	Existing Fan Branch Trail	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0140-M
Duke Easement Trail 3	Multiuse Path	Merritt Mill Rd	Smith Level Rd	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0132-M
I-40	Multiuse Path - separate from I-40	Erwin Rd	Millhouse Rd	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0150-M
Duke Easement Trail 4	Multiuse Path	Carrboro Border	Weaver Dairy Rd	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0133-M
Old Field Cr Trail	Multiuse Path	Homestead Rd	I-40 (trail)	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0167-M
Duke Easement Trail 1	Multiuse Path	Duke Easement Trail 4	Homestead Park	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0130-M
Lake Hogan Farm Trail	Greenway - Paved	Lake Hogan Farms Rd. End	Tramore Dr	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0154-M
Carolina Commons Trail	Greenway - Paved	Lake Hogan Farms Rd	Andy's Ln	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0112-M
Cates Creek Greenway	Multiuse Path	Old NC 86	US70A/NC86 South Intersection	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0120-M
Dry Creek Trail	Multiuse Path	Erwin Rd	I-40 crossing	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0123-M
Proposed trail	Multiuse Path	Dry Creek Trail	US 15-501	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0168-M
Riverwalk Connector	Multiuse Trail, Paved	Riverwalk	Dimmock's Mill Road	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0170-M

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
King's Highway Park Connector	Multiuse Trail, Paved	King's Highway Park	King Street	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0153-M
Mountains to Sea Trail	Multiuse Trail, Paved	King's Highway Park	Riverwalk	Multiuse Path	Proposed	DCHC MPO 2017 CTP	ORAN0165-M
Proposed shared use path	Follows sewer easement to connect to end of Mockingbird Ln	Lebanon	Mockingbird	Multiuse Path	Proposed	Mebane CTP 2040	
Proposed shared use path	Follows sewer easement to connect to end of Creeks Edge Ct	Lebanon	Creeks Edge	Multiuse Path	Proposed	Mebane CTP 2040	
Proposed shared use path	Follows sewer easement to connect to end of Village Lake Dr	Lake Michael	Village Lake	Multiuse Path	Proposed	Mebane CTP 2040	
Proposed shared use path	Sewer easement from McPherson south to Avalon and east to Oakwood	E McPherson	Oakwood	Multiuse Path	Proposed	Mebane CTP 2040	
Stagecoach Rd	Sidepath along Stagecoach Rd	N Ninth	N Carr	Multiuse Path	Proposed	Mebane CTP 2040	
Lebanon Rd	Sidepath along Lebanon	Ashland	Stagecoach	Multiuse Path	Proposed	Mebane CTP 2040	
Oakwood St	Sidepath along Oakwood	S Lane	Mattress Factory	Multiuse Path	Proposed	Mebane CTP 2040	
Proposed shared use path	Short trail connection from south end of Bob White to US 70	Bob White	US 70	Multiuse Path	Proposed	Mebane CTP 2040	
Stagecoach Rd	Sidepath along Stagecoach Rd	Dodson	Woodlawn	Multiuse Path	Proposed	Mebane CTP 2040	
Proposed shared use path	Follows sewer easement from Lebanon Rd to St Andrews Dr	Lebanon	St Andrews Dr	Multiuse Path	Proposed	Mebane CTP 2040	
Proposed shared use path	Short sewer easement from south end of Sargents Path to Mattress Factory	Sargents Path	Mattress Factory	Multiuse Path	Proposed	Mebane CTP 2040	
JONES CREEK GREENWAY	CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARRBORO TO FILL GAP BETWEEN THE UPPER BOLIN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE	Upper Bolin Trail	Twins Creek Greenway	Multiuse Path	Proposed	NCDOT 2024-2033 STIP	C-5181

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
	TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL.						
RIVERWALK TRAIL	RIVERWALK TRAIL, PHASE III IN HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD TAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCCONEECHEE MOUNTAIN STATE NATURAL AREA, AND CONSTRUCT SIDEWALK TO PROVIDE PEDESTRIAN AND BICYCLE CONNECTIONS TO THE GRE	River Park	Occoneechee Mountain State Natural Area	Multiuse Path	Proposed	NCDOT 2024-2033 STIP	C-5184
NC 54	ANDERSON PARK TO JAMES STREET IN CARRBORO. CONSTRUCT MULTI-USE PATH ON NORTH SIDE OF NC 54.	Anderson Park	James St	Multiuse Path	Proposed	NCDOT 2024-2033 STIP	EB-5994
MORGAN CREEK GREENWAY	WESTERN SECTION, SR 1919 (SMITH LEVEL ROAD) TO UNIVERSITY LAKE IN CARRBORO. CONSTRUCT GREENWAY AND CONNECTIONS.	University Lake Rd	Smith Level Rd	Multiuse Path	Proposed	NCDOT 2024-2033 STIP	EL-4828
Proposed Trail	Proposed trail	Ben Johnston Rd	Barracks Rd	Multiuse Path	Proposed	Hillsborough CSP 2030	
Proposed Trail	Proposed trail	US 70	Huddle St	Multiuse Path	Proposed	Hillsborough CSP 2030	
Proposed Trail	Proposed trail	US 70	Huddle St (eastern terminus)	Multiuse Path	Proposed	Hillsborough CSP 2030	
Proposed Trail	Proposed trail	E Corbin St	Market House Way	Multiuse Path	Proposed	Hillsborough CSP 2030	
Eno River	Proposed trail	US 70	Eno River State Park	Multiuse Path	Proposed	Hillsborough CSP 2030	
Hillsborough North South Connector	Proposed trail	Hillsborough Riverwalk	Becketts Rdg	Multiuse Path	Proposed	Hillsborough CSP 2030	
Blackwood Farm Park	Proposed trail	Blackwood Farm Park	Blackwood Farm Park	Multiuse Path	Proposed	Hillsborough CSP 2030	

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Proposed Trail	Proposed trail	Caine St	Saint Marys Road	Multiuse Path	Proposed	Hillsborough CSP 2030	
Ridgewalk Greenway	Greenway	Faribault Ln	Cates Creek Parkway	Multiuse Path	Proposed	Hillsborough 2023 Ridgewalk Greenway Feasibility Study	
Cane Creek Connector	Multiuse Path	Crabtree Creek	Occoneetchee Mountain State Natural Area	Multiuse Path	Proposed	Hillsborough Recommendation	
Mebane Oaks Road	Multi-Use Path or Sidepath	Old Hillsborough Road	Oak Grove Church Road	Multiuse Path	Proposed	BG MPO Unfunded Projects from 2045 MTP	Bike-031
US-70	Multi-Use Path or Sidepath	North 9th Street	Ashbury Road	Multiuse Path	Proposed	BG MPO Unfunded Projects from 2045 MTP	Bike-046
Seawell School Rd	Sidewalk	Railroad	East of Hanover Pl	Pedestrian	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Eubanks Road	Sidewalk	Rex Road	Eubanks Park n Ride Lot	Pedestrian	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Eubanks Road (north side)	Sidewalk	Millhouse Rd.	Rex Rd	Pedestrian	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Eubanks Road (south side)	Sidewalk	Genetsu Dr	Kousa Trl	Pedestrian	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Sunrise Road (west side)	Sidewalk	I-40	Weaver Dairy Rd	Pedestrian	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Erwin Rd	Sidewalk	North of I-40	South of I-40	Pedestrian	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
NC 86	Sidewalk	Eubanks Rd	Northwood Dr	Pedestrian	Proposed	Chapel Hill 2020 Mobility & Connectivity Plan	
Piney Mountain Creek Trail	Off road unpaved trail	New Hope Creek	Murphy School Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0151-P
Piney Mountain Creek Trail Spur	Off road unpaved trail	Piney Mountain Creek Trail	Friends School Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0153-P

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Lower Trading Path	Off road Footpath	Dodsons Xrds	Eubanks Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0109-P
Morgan Creek Trail Spur 10	Off road unpaved trail	Parallel	and south of Dairyland Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0112-P
Neville Creek Trail Spur 5	Off road unpaved trail	Neville Creek Trail	Mell Oaks Dr	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0132-P
Mountain Creek Tr	Off road unpaved trail	New Hope Crk Trl	east of Union Grove Church Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0121-P
Bolin Creek Trail Extension	Off road unpaved trail	Lower Trading Path	Bolin Creek (Hogan Lake)	Pedestrian	Proposed	DCHC MPO 2017 CTP	ORAN0101-P
New Hope Creek Trail Spur 8	Off road unpaved trail	New Hope Creek Trail Spur 7	Old NC 86	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0142-P
Morgan Creek Trail Spur 7	Off road unpaved trail	Lower Trading Path	south of Riders Trl	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0118-P
Phils Creek Trail Spur 2	Off road unpaved trail	Phils Creek Trail	north of Old Greensboro Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0149-P
Yanceyville/Danville Road Trail	Off road Footpath	920 Feet South of Coleman Loop	Phelps Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0158-P
New Hope Creek Trail Spur 3	Off road unpaved trail	New Hope Creek Trail	New Hope Dr	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0137-P
New Hope Creek Trail Spur 7	Off road unpaved trail	New Hope Creek Trail Spur 5	Old NC 86	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0141-P
Neville Creek Trail Spur 4	Off road unpaved trail	Neville Creek Trail	Ferguson Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0131-P
Buck Branch Trail	Off road unpaved trail	Parallel	Mt Carmel Church Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0102-P
Piney Mountain Creek Trail Spur	Off road unpaved trail	Piney Mountain Creek Trail	Mt Sinai Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0152-P
Morgan Creek Trail Spur 8	Off road unpaved trail	Morgan Creek Trail	north of Dairyland Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0119-P
Mountains to Sea Tr	Off road Paved and natural surface trail	Orange County Speedway	Durham County	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0122-P
New Hope Creek Trail Spur 5	Off road unpaved trail	Parallel	New Hope Church Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0139-P
New Hope Creek Trail Spur 9	Off road unpaved trail	South of Arthur Minnis Rd		Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0143-P
New Hope Creek Trail Spur 4	Off road unpaved trail	New Hope Creek Trail	Camp Cir	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0138-P

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Neville Creek Trail Spur 6	Off road unpaved trail	Neville Creek Trail	Holly Creek Ln	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0133-P
Phils Creek Trail Spur 1	Off road unpaved trail	Phils Creek Trail	east of Neville Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0148-P
High Rock Rd	Off road Footpath	US 70	Mill Creek Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0105-P
Morgan Creek Trail Spur 4	Off road unpaved trail	Morgan Creek Trail	Brights Way	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0115-P
Neville Creek Trail Spur 1	Off road unpaved trail	Neville Creek Trail	Damascus Church Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0128-P
Pritchard's Mill Creek Trail Spur	Off road unpaved trail	Pritchard's Mill Creek Trail	Woodgate Dr	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0155-P
Trading Path	Off road Footpath	Buckhorn Rd	Phelps Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0157-P
New Hope Creek Trail Spur 6	Off road unpaved trail	New Hope Creek Trail Spur 5	Stone Currie Dr	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0140-P
Morgan Creek Trail Spur 9	Off road unpaved trail	Parallel	and north of Dairyland Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0120-P
Old Field Creek Trail	Off road unpaved trail	I-40	New Hope Creek Trail	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0144-P
Hillsborough Rural Connector	Off road Footpath	Crescent Ridge Dr	Moorefields Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0106-P
Neville Creek Trail Spur 3	Off road unpaved trail	Neville Creek Trail	Mell Oaks Trl	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0130-P
Rainey Cut-Through	Off road Connect recommended sidewalk facilities as per SRTS Plan	Rainey Ave	NC 86	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0156-P
Morgan Creek Trail Spur 2	Off road unpaved trail	Morgan Crk Trl	E of Bethel Hickory Grove Ch Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0113-P
New Hope Creek Trail	Off road unpaved trail	Turkey Farm Rd	Old NC 86	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0134-P
New Hope Creek Trail Spur 1	Off road unpaved trail	New Hope Creek Trail	Green Hill Dr	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0135-P
Morgan Creek Trail Spur 1	Off road unpaved trail	Morgan Creek Trail	Strowd Ln	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0111-P
New Hope Creek Trail Spur 2	Off road unpaved trail	New Hope Creek Trail	railroad	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0136-P
Morgan Creek Trail	Off road unpaved trail	East of Dodsons Xrds	north of Jones Ferry Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0110-P

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Jones Ferry Road Parallel Trail	Off road unpaved trail	Morgan Creek (University Lake)	Deerfield Trl	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0107-P
Morgan Creek Trail Spur 6	Off road unpaved trail	Morgan Creek Trail	Spring Vista Ct	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0117-P
Pritchard's Mill Creek Trail	Off road unpaved trail	Morgan Creek (University Lake)	Wolfs Trl	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0154-P
Phils Creek Trail Spur 3	Off road unpaved trail	Phils Creek Trail	Lloyd Farm Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0150-P
Buck Branch Trail Spur 1	Off road unpaved trail	Buck Branch Trail	Turnage Ridge Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0103-P
Long Branch Trail	Off road unpaved trail	New Hope Crk Trl Spur 9	Union Grove Church Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0108-P
Old Field Creek Trail Spur 2	Off road unpaved trail	Parallel	NC 86	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0146-P
Old Field Creek Trail Spur 1	Off road unpaved trail	I-40 Sidepath	Old Field Creek Trail	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0145-P
Morgan Creek Trail Spur 5	Off road unpaved trail	Dairyland Rd	west of Union Grove Church Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0116-P
Mountains to Sea Tr	Off road Paved and natural surface trail	Alamance County	Hillsborough Riverwalk	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0123-P
Neville Creek Trail	Off road unpaved trail	Parallel	and north of Jones Ferry Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0127-P
Phils Creek Trail	Off road unpaved trail	Neville Creek Trail	McCauley Ln	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0147-P
Eno River Trail	Off road Footpath	Mt. Willing Road	Halls Mill Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0104-P
Morgan Creek Trail Spur 3	Off road unpaved trail	Morgan Creek Trail	west of Lassens Trl	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0114-P
Neville Creek Trail Spur 2	Off road unpaved trail	Neville Creek Trail	south of Old Greensboro Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT0129-P
Lebanon Rd	Sidewalk	N NINTH	E ASHLAND	Pedestrian	Proposed	Mebane CTP 2040	
Supper Club	Sidewalk	LEBANON	E CENTER	Pedestrian	Proposed	Mebane CTP 2040	
E Center / US 70	Sidewalk	N NINTH	SUPPER CLUB	Pedestrian	Proposed	Mebane CTP 2040	
Ben Wilson Rd	Sidewalk	Forest Oaks	Bray	Pedestrian	Proposed	Mebane CTP 2040	
S 11th St	Sidewalk	E Washington St	E Oakwood St	Pedestrian	Proposed	Mebane CTP 2040	
NC 54	CONSTRUCT SIDEWALK AND INSTALL PEDESTRIAN SIGNALS, CROSSWALKS,	Westbrook Dr in Carrboro	West of US 15/501 / NC 86 (South Columbia St)	Pedestrian	Proposed	NCDOT 2024-2033 STIP	

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
	AND REFUGE ISLANDS AT SELECTED LOCATIONS.		interchange in Chapel Hill				
Green Riley Rd / Guess Rd	Off Road, Recommended Pedestrian pathway	NC 57	Orange County line	Pedestrian	Proposed	Orange County 2013 CTP	
Oakdale Dr	Sidewalk	Morgan Rd	Old NC 86	Pedestrian	Proposed	Hillsborough CSP 2030	
NC 87	Sidewalk	Hillsborough northern town limit	South of New Hope Church Rd	Pedestrian	Proposed	Hillsborough CSP 2030	
Oakdale Dr	Sidewalk	Orange Grove Rd	Turner End Dr	Pedestrian	Proposed	Hillsborough CSP 2030	
Harold Latta Dr	Sidewalk	Cloverfield Dr	Orange High School Rd	Pedestrian	Proposed	Hillsborough CSP 2030	
E Corbin St	Sidewalk	Huddle St	Adjacent subdivision to the east	Pedestrian	Proposed	Hillsborough CSP 2030	
Eno Mountain Rd	Sidewalk	Eno River	Elfin Blvd	Pedestrian	Proposed	Hillsborough CSP 2030	
Rencher St	Sidewalk	West of NC 57	Eastern street terminus	Pedestrian	Proposed	Hillsborough CSP 2030	
New Grady Brown School Rd	Sidewalk	Grady Brown School	Orange Grove Rd	Pedestrian	Proposed	Hillsborough CSP 2030	
Old NC 87	Sidewalk	I-40	Gladys Ln	Pedestrian	Proposed	Hillsborough CSP 2030	
Orange High School Rd	Sidewalk	Harold Latta Dr	US 70	Pedestrian	Proposed	Hillsborough CSP 2030	
US 70	Sidewalk	Combs Cir	N Scotswood Blvd	Pedestrian	Proposed	Hillsborough CSP 2030	
US 70	Sidewalk	S Churton St	US 70A	Pedestrian	Proposed	Hillsborough CSP 2030	
Orange Grove Rd	Sidewalk	New Grady Brown School Rd	Elfin Blvd	Pedestrian	Proposed	Hillsborough CSP 2030	
US 71	Sidewalk	Patience Pl	Twin Oaks Dr	Pedestrian	Proposed	Hillsborough CSP 2030	
Millstone Dr	Sidewalk	Old NC 86	Becketts Rdg	Pedestrian	Proposed	Hillsborough CSP 2030	
Eno St	Sidewalk	Barracks Rd	Dimmocks Mill Rd	Pedestrian	Proposed	Hillsborough CSP 2030	
Orange Grove Rd	Sidewalk	Eno Mountain Rd	Orange Grove St	Pedestrian	Proposed	Hillsborough CSP 2030	

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Old NC 10	Sidewalk	NC 86	Orange Mobile Ct	Pedestrian	Proposed	Hillsborough CSP 2030	
Old NC 86	Sidewalk	South of Oakdale Dr	Waterstone Dr	Pedestrian	Proposed	Hillsborough CSP 2030	
Mayo St	Sidewalk	Orange Grove Rd	S Churton St	Pedestrian	Proposed	Hillsborough CSP 2030	
Churton St	Sidewalk	Nash and Kollock St	Clarence Walters Rd	Pedestrian	Proposed	Hillsborough CSP 2030	
Dimmocks Mill Rd	Sidewalk	W Hill Ave S	Eno St	Pedestrian	Proposed	Hillsborough CSP 2030	
Mount Willing Road	Pedestrian path in Mount Willing Road corridor	Mebane Oaks Rd	Buckhorn Rd	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-006
Mountains-to-Sea Trail	Mountains-to-Sea Trail	Alamance County line	Hillsborough area	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-002
Dairyland Rd	Pedestrian path along Dairyland Rd, then west to Alamance County via Cane Creek Reservoir	Alamance County line	Dodsons Xrd	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-003
NC 54	Pedestrian pathway connecting White Cross area to Carrboro area	White Cross Rd	Bethel Hickory Grove Rd	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-001
Pedestrian path	Pedestrian path in north-south corridor from Hillsborough area to southern Orange County	Davis Rd	Arthur Minnis Rd	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-005
Chestnut Ridge Church Rd	Pedestrian Path connecting to Camp Chestnut Ridge	Camp Chestnut Ridge Rd	Westwood Dr	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-004
High Rock Rd	Pedestrian path in High Rock Rd corridor	Alamance County line	Mill Creek Rd	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-007
Efland Cedar Grove Rd	Pedestrian path connecting Cedar Grove area to Hillsborough area	Carr Store Rd	Halls Mill Rd	Pedestrian	Proposed	TARPO 2015 Bicycle &	O-009

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
						Pedestrian Framework	
Carr Store Rd	Pedestrian path in Carr Store Rd corridor west of Cedar Grove	NC 49	Efland Cedar Grove Rd	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-008
Walnut Grove Church Rd	Pedestrian path in Walnut Grove Church Rd corridor	Orange County line	NC 86	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-011
NC 86	Pedestrian path in NC 86 corridor from Hillsborough to Cedar Grove area	North of Cedar Grove Park	Coleman Loop Rd	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-010
Little River Church Rd	Pedestrian path in Little River Church Rd corridor	Walnut Grove Church Rd	NC 57	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-012
NC 57	Pedestrian pathway in NC 57 corridor north of Hillsborough	Phelps Rd	Orange County line	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-013
Pedestrian path	Pedestrian path connecting Caldwell community to Schley Rd corridor	Caldwell community	Schley Rd	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-016
Schley Rd	Pedestrian path in Schley Rd corridor	NC 57	New Sharon Church Rd	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-014
Carr Store Rd/Sawmill Rd	Pedestrian path in Carr Store Rd/Sawmill Rd corridor east of Cedar Grove	Efland Cedar Grove Rd	Walnut Grove Church Rd	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-085
NC 86	Pedestrian path along NC 86 corridor from Carr Store to Hawkins	Hawkins Rd	North of Cedar Grove Park	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-086

Bicycle and Pedestrian Bridges

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
I-85/Cates Creek Greenway	Bridge to separate I-85 and Cates Creek Greenway. From H'boro Planning	-	-	Bicycle and Pedestrian	Proposed	DCHC MPO 2017 CTP	
I-40/Dry Creek Trail	Dry Cr Tr pass under I-40 using culvert near Eastown and New Hope Commons	-	-	Bicycle and Pedestrian	Proposed	DCHC MPO 2017 CTP	
I-40/Orange Grove Rd	Grade separate bike/ped path from I-40	-	-	Bicycle and Pedestrian	Proposed	DCHC MPO 2017 CTP	
I-40/New Hillborough collector road	Bicycle/pedestrian bridge over I-85	-	-	Bicycle and Pedestrian	Proposed	DCHC MPO 2017 CTP	

Transit and Rail Projects from Previous Plans and Studies

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Transit and Rail Projects							
NC 86	Recommended transit	Orange County border	Coleman Loop Rd	Rural fixed bus corridor	Proposed	Orange County 2013 Comprehensive Transportation Plan	ORAN0002-T
NC 54 West	Recommended transit	Orange County border	Broadwell Rd	Rural fixed bus corridor	Proposed	Orange County 2013 Comprehensive Transportation Plan	ORAN0001-T
NCRR	Commuter Rail Transit	Hillsborough	Selma	Fixed guideway	Proposed	Durham Chapel Hill Carrboro MPO 2045 Metropolitan Transportation Plan	
US 15/501	Add bus rapid transit (BRT) via roadways	I-40/US 15-501	NNCU	Fixed guideway	Proposed	Durham Chapel Hill Carrboro MPO 2045 Metropolitan Transportation Plan	
NC 86	Add high capacity transit; Chapel Hill to Hillsborough	Chapel Hill	Hillsborough	Regional fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2045 Metropolitan Transportation Plan	
NC 54 East	Bus Rapid Transit	Chapel Hill	RTP	Fixed guideway	Proposed	Durham Chapel Hill Carrboro MPO 2045 Metropolitan Transportation Plan	
NC 54 West	Express Bus	White Cross	UNC	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2045 Metropolitan Transportation Plan	
NCRR	Fixed guideway extension west	Eubanks Park n Ride Lot	UNC	Fixed guideway	Future Abandonment. Confirm!	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
NCRR	Fixed guideway extension 2 west	Eubanks Rd	NS H Line	Fixed guideway	Future Abandonment. Confirm!	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
I-40/I-85	OCTS BRT	Forrest Ave	US 70	Fixed guideway	Proposed	Durham Chapel Hill Carrboro MPO 2017	

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
						Comprehensive Transportation Plan	
I-40/I-85	OP STRATEGY			Undetermined	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
	OP STRATEGY			Undetermined	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
	OP STRATEGY			Undetermined	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
	OP STRATEGY			Undetermined	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
US-70	Increase transit access with more stops, improve Hillsborough Circulator	Matthis Briggs Dr	St Marys Rd	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Purefoy	Bus along Purefoy Rd	Rogers Rd	Weaver Dairy Road Ext	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Mt Moriah / Whitfield / Erwin	New OCTS fixed route	MLK Boulevard	Orange county border	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Whitfield/Erwin	New OCTS fixed route	Turkey Farm Rd	Mt Moriah Rd	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
I-40	Bus along I-40	NC 86	Orange county border	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Hatch Road / Old Greensboro Rd / White Cross Rd / Butner Rd	New OCTS fixed route	NC 54	Dodsons Xrd	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017	

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
						Comprehensive Transportation Plan	
Old Greensboro	Bus along Old Greensboro	Kart Wheel FM	Hatch Rd	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Waterstone	Improve service to Durham Tech and UNC	Old NC 86	NC 86	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	ORAN0117-T
Old NC 86	Bus along Old NC 86	Davis Rd	Waterstone Dr	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	ORAN0117-T
Davis Rd / Orange Grove Rd	New OCTS fixed route, improve Hillsborough Circulator	S Churton St	Old NC 86	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	ORAN0117-T
Richmond / Lebanon / Doe Run / Mill Creek	Deviated fixed route	High Rock Rd	US 70	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	ORAN0118-T
NC-86	Bus along NC 86	Phelps Rd	US 70	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Lebanon	Bus along Lebanon Rd	Doe Run Rd	Richmond Rd	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Doe Run	Bus along Doe Run Rd	Mill Creek Rd	Lebanon Rd	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Mill Creek	Bus along Mill Creek Rd	High Rock Rd	Doe Run Rd	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Hampton Pointe	Bus along Hampton Pointe Dr	Walmart Parking Lot	NC 86	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017	

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
						Comprehensive Transportation Plan	
Saint Marys	New deviated fixed route	US 70	New Sharon Church Rd	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
New Sharon Church	Bus along New Sharon Church Rd	St Marys Rd	Schley Rd	Urban fixed bus corridor	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
NC 86, US 15-501	Northbound route	Eubanks Park n Ride Lot	SV Park n Ride Lot	Fixed guideway	Proposed	Chapel Hill North South Bus Rapid Transit	
Amtrak Track	Fixed Guideway proposed on the existing Amtrak freight rail track	Mebane	Hillsborough	Fixed guideway	Proposed	Burlington Graham MPO 2022 Comprehensive Transportation Plan	ORAN10001-R
High Rock Rd / Efland Cedar Grove Rd	Proposed urban fixed bus corridor	Mill Creek Rd	US 70	Urban fixed bus corridor	Proposed	Orange County Recommendation	
Park-and-Ride Lot, Amtrak Station, and Other Projects							
NORFOLK SOUTHERN H LINE	MILEPOST 41.7 IN HILLSBOROUGH. CONSTRUCT PLATFORM, PASSENGER RAIL STATION BUILDING, SITE ACCESS, UTILITIES AND PARKING. REALIGN CURVE.	-	-	Amtrak Station	Proposed	NCDOT 2024-2033 State Transportation Improvement Program	
SR 1120 (MOUNT WILLING ROAD)	NORFOLK SOUTHERN RAILROAD CROSSING 735145T NEAR EFLAND. INSTALL ACTIVE WARNING DEVICES.	-	-	Other	Proposed	NCDOT 2024-2033 State Transportation Improvement Program	
GO TRIANGLE	TOWN OF HILLSBOROUGH. CONSTRUCT PARK-AND-RIDE LOT.	-	-	Park and Ride Lot	Proposed	NCDOT 2024-2033 State Transportation Improvement Program	
I-40/Buckhorn Park and Ride	Park and Ride Lot Recommended	-	-	Park and Ride Lot	Proposed	Burlington Graham MPO Unfunded Projects from 2045 MTP	

Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
US 70 and Pleasant Green Park-and-Ride	Park and Ride Lot Recommended	-	-	Park and Ride Lot	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Near White Cross and NC 54 (General Location)	Park and Ride Lot Recommended	-	-	Park and Ride Lot	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Weaver Dairy Ext	Rail Stop Recommended	-	-	Amtrak Station	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Efland	Rail Stop Recommended	-	-	Amtrak Station	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
US 70/I-85 Orange Co	Rail Stop Recommended	-	-	Amtrak Station	Proposed	Durham Chapel Hill Carrboro MPO 2017 Comprehensive Transportation Plan	
Buckhorn Rd/Rabbit Run Ln	Park and Ride Lot Proposed	-	-	Park and Ride Lot	Proposed	Burlington Graham MPO 2022 Comprehensive Transportation Plan	



Appendix IV

Final Projects

Final Roadway Projects

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Roadway Projects								
Hwy-001	Erwin Rd.	Improve to a four-lane divided roadway north of Whitfield with bicycle and pedestrian accommodations on both sections to relieve projected congestion	W Cornwallis Rd	Whitfield Rd	Congestion/ Mobility	Improve	DCHC MPO 2017 CTP	DURH003 6-H-A
Hwy-002	Erwin Rd.	Needs Improvement	I-40	Whitfield Rd	Modernization	Improve	DCHC MPO 2017 CTP	ORAN010 7-H-B
Hwy-003	I-85/US 70/I-40 connector	Modify the I-85/I-40 Connector interchange at US 70 to provide access from all directions	I-40/85	US 70	Congestion/ Mobility	Improve	DCHC MPO 2017 CTP	ORAN980 0-H
Hwy-004	Mt. Willing Rd	Needs Improvement	I-40/85	US 70	Congestion/ Mobility	Improve	DCHC MPO 2017 CTP	ORAN011 6-H
Hwy-005	Old NC 86	Improve to a two-lane undivided cross section comprised of twelve-foot travel lanes with five-foot shoulders or bike lanes and improve sight distance where needed to better accommodate vehicular and bicycle travel. Improvements related to travel lane width, intersection and driveway entrance sight distance, and paved shoulders accommodating bicycle travel are needed.	I-40	Hillsborough Road	Modernization	Improve	DCHC MPO 2017 CTP	ORAN011 9-H
Hwy-006	US 70	Widen to a 4-lane divided cross-section with curb and gutter, 5' bikes lanes, sidewalks, and transit accommodations (110' row, 17.5' median, 11' travel lanes). Improve intersections from Buckhorn Road to Durham County. Add turn lanes and safety improvements at NC 86, St Mary's Road, Efland Cedar Grove Road, Frazier Road, Richmond Road, Brookhollow Road, Faucette Mill Road, Miller Road, Lawrence Road, Palmers Grove Church Road, Pleasant Green Road, Orange High School Road, and N Scotswood Boulevard.	Buckhorn Road	Durham County	Congestion/ Mobility	Improve	US 70 Multimodal Corridor Study	N/A
Hwy-007	Albert Rd	Needs Improvement	Dairyland Rd	Union Grove Church Rd	Modernization	Improve	DCHC MPO 2017 CTP	ORAN010 6-H

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Hwy-008	Mt. Carmel Church Rd	Improve to a 2-lane with two-way left turn lane, curb and gutter, bikes lanes, sidewalks, and transit accommodations	Bennett Rd	Chatham County	Modernization	Improve	DCHC MPO 2017 CTP	ORAN011 5-H
Hwy-009	NC 86	Widen to a 4-lane divided cross section with a raised median with bike lanes, sidewalks, and transit accommodations.	Old NC 10	US 70 Business	Congestion/ Mobility	Improve	DCHC MPO 2045 MTP	80
Hwy-010	NC 86	Widen NC 86 from US 70 Bypass to north of NC 57 to four lanes with intersection improvements at US 70 Bypass and NC 57	US 70 Bypass	North of NC 57	Congestion/ Mobility	Improve	DCHC MPO 2045 MTP	81
Hwy-011	Lake Hogan Farms Rd	New Location	Lake Hogan Farm Rd Ext	North of Legends Way	Congestion/ Mobility	New Location	DCHC MPO 2045 MTP	51
Hwy-012	Buckhorn Road Extension	Provide a new location 2-lane cross section at Orange Grove Road to extend Buckhorn Road into Dairyland Road to provide better connectivity and improve traffic flow.	Orange Grove Rd	Dairyland Rd	Congestion/ Mobility	New Location	OC 2013 CTP	ORAN000 8-H
Hwy-013	Buckhorn Road	Upgrade the current unsurfaced 20-foot cross section to a surfaced, 24-foot cross section suitable for public traffic use.	Orange Grove Rd	Bradshaw Quarry Rd	Modernization	Improve	OC 2013 CTP	ORAN000 4-H
Hwy-014	Arthur Minnis Road	Upgrade the current unsurfaced 20-foot cross section to a surfaced, 24-foot cross section suitable for public traffic use.	Dodsons Cross Rd	Rocky Ridge Rd	Modernization	Improve	OC 2013 CTP	ORAN000 3-H
Hwy-015	Little River Church Rd Ext	Provide a new location 2-lane cross section at Walnut Grove Church Road to extend Little River Church Road into Sawmill Road to provide better east-west continuity and connectivity.	Walnut Grove Church Rd	Sawmill Rd	Congestion/ Mobility	New Location	OC 2013 CTP	ORAN000 5-H
Hwy-016	NC 86	Widen to a 4-lane divided expressway cross section with bicycle, pedestrian, and transit accommodations and safety improvements at each intersection	Caswell County	NC 57	Congestion/ Mobility	Improve	OC 2013 CTP	ORAN000 1-H
Hwy-017	Mebane-Oaks Road	Modernize Mebane Oaks Road with NCDOT standard cross section 2B (60' row, 11' travel lanes with 5' paved shoulder), add turn lanes and safety improvements at Old Hillsborough Road, Hebron Church Road, Yarborough Road, Oak Grove Church Road, Jones Road, S Jim Minor Road, Nicks Road, Bradshaw Quarry Road, and NC 54	North of Dallas Ct	NC 54	Modernization	Improve	OC 2013 CTP	ORAN000 6-H

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Hwy-018	Buckhorn Rd	Widen Buckhorn Road to a four-lane divided section with bicycle and pedestrian facilities.	I-40	W Ten Rd	Congestion/ Mobility	Improve	Mebane 2040 CTP	Roadway Project #6
Hwy-019	I-85	I-0305. Widen to 6 lanes	West of Orange Grove Rd in Orange County	West of Sparger Rd in Durham County	Congestion/ Mobility	Improve	NCDOT 2024-2033 STIP	I-0305
Hwy-020	NC 54	R-5821A . Construct operational improvements, including bicycle/pedestrian accommodations	Orange Grove Rd	Old Fayetteville Rd	Access Management/ Operations	Improve	NCDOT 2024-2033 STIP	R-5821A
Hwy-021	I-40 / I-85	I-5958. Pavement rehabilitation.	West of Buckhorn Rd	West of Orange Grove Rd	Other	Improve	NCDOT 2024-2033 STIP	I-5958
Hwy-022	I-40	I-3306A. Widen to six lanes, improve NC 86 interchange, and install ITS.	I-85 in Orange County	I-85 in Durham County	Congestion/ Mobility	Improve	NCDOT 2024-2033 STIP	I-3306A
Hwy-023	Lebanon Road	Intersection and safety improvements along Lebanon Road	Mill Creek Road	Efland- Cedar Grove Road	Access Management/ Operations	Improve	BG MPO 2045 MTP	Hwy-169
Hwy-024	I-40 ITS	Implement bus on shoulder, enhanced surveillance cameras, ramp metering and additional supportive ITS strategies along I-40, BGMPO	BGMPO eastern boundary	BGMPO western boundary	Other (ITS)	Improve	BG MPO 2045 MTP	ITS-B1-A
Hwy-025	NC 54 Multimodal Corridor	NC 54 Widening from Old Fayetteville Road to Mebane Oaks Rd with additional lanes and multimodal facilities along the corridor and safety improvements at each intersection	Old Fayettevill e Road	Mebane Oaks Rd	Congestion/ Mobility	Improve	NC 54 Corridor Study	N/A
Hwy-026	Bowman Rd	Bowman Road from Ben Wilson Road to West Ten Road, Roadway Modernization	Ben Wilson	West Ten Road	Modernization	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-135
Hwy-027	US 70	I-40/US 70 ICM. Advanced Signal Technology upgrades, Enhanced Surveillance	BGMPO western boundary	BGMPO eastern boundary	Other (ICM)	Improve	BG MPO Unfunded Projects from 2045 MTP	ITS-ICM2, ITS-B2

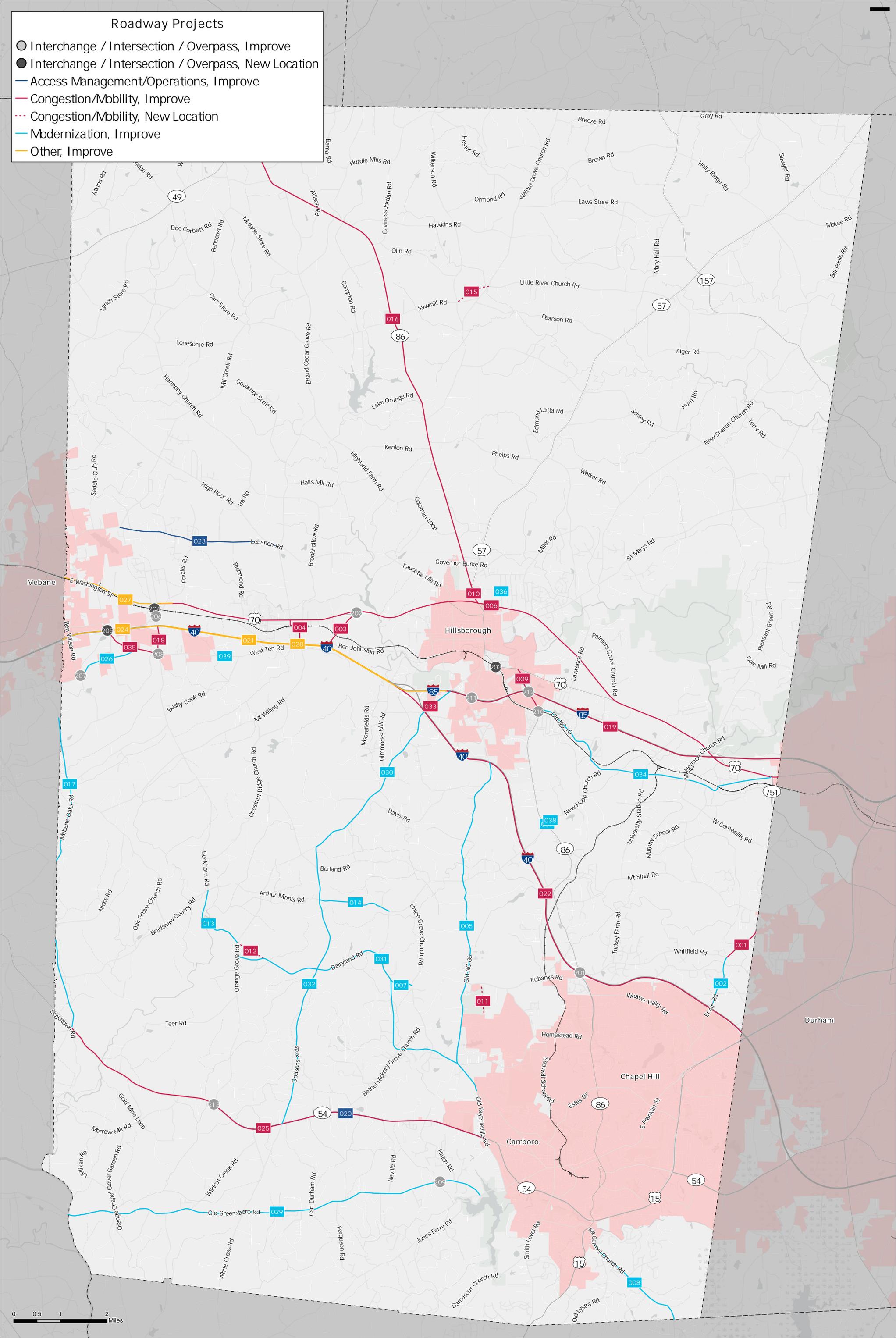
Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Hwy-028	I-40	Improve truck safety with wayfinding, incident management, dynamic message signs on road conditions, and/or accel/decel lanes	Buckhorn Rd	I-40 / I-85 Split	Other (Safety)	Improve	Triangle Regional Freight Plan 2019	1
Hwy-029	Old Greensboro Road	Modernize Old Greensboro Road from Jones Ferry Road to Alamance County with NCDOT standard street cross-section 2B (60' row, 11' travel lanes, with 5' paved shoulder), add turn lanes and safety improvements at Jones Ferry Road, Hatch Road, Neville Road, Carl Durham Road, White Cross Road, Wildcat Creek Road, and Orange Chapel Clover Garden Road	Jones Ferry Road	Alamance County	Modernization	Improve	N/A	N/A
Hwy-030	Orange Grove Road	Modernize Orange Grove Road from I-85 to Dodson Crossroad with NCDOT standard street cross-section 2B (60' row, 11' travel lanes, with 5' paved shoulder), add turn lanes and safety improvements at Ode Turner Road, Dimmocks Mill Road, Crossroad Church Cemetery Road, Davis Drive, Kimbro Road, and Dodson Crossroads.	I-85	Dodson Crossroads	Modernization	Improve	N/A	N/A
Hwy-031	Dairyland Road	Modernize Dairyland Road from Orange Grove Road to Old NC 86 with NCDOT standard street cross-section 2B, add turn lanes and safety improvements at Orange Grove Road, Dodson Crossroads, Rocky Ridge Road, Bethel Hickory Grove Church Road and convert intersection at Old NC 86 to a roundabout	Orange Grove Rd	Old NC 86	Modernization	Improve	N/A	N/A
Hwy-032	Dodson Crossroads	Modernize Dodson Crossroad (SR-1102) from Orange Grove Road (SR-1006) to NC-54 with NCDOT standard street cross-section 2B (60' row, 11' travel lanes, with 5' paved shoulder), add turn lanes and safety improvements at each intersection.	Orange Grove Road	NC 54	Modernization	Improve	N/A	N/A
Hwy-033	Orange Grove Road	Construct one additional lane between Patriot's Pointe Drive and New Grady Brown School Road (SR 1221) with bike/ped improvements. The I-40 bridge would be widened to accommodate both pedestrian and bicycle amenities and one additional travel lane.	Patriot's Pointe Dr	New Grady Brown School Rd	Congestion/ Mobility	Improve	N/A	N/A

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Hwy-034	Old NC 10	Modernize NC 10 from NC 86 to US 70 Business with NCDOT cross section 2B, add turn lanes and safety improvements at Larence Road, New Hope Church Road, University Station Road, Mt Harmon Church Road, and US 70 Business	NC 86	US 70 Business	Modernization	Improve	N/A	N/A
Hwy-035	West Ten Road	West Ten Road (SR 1146) from I-40/I-85 to Buckhorn Road, Roadway Widening	I-40/I-85	Buckhorn Rd	Congestion/ Mobility	Improve	2019 EMB AMP	N/A
Hwy-036	Orange High School Road	Add a right-turn lane on Orange High School Road	Ann Road	Orange Middle School entrance	Modernization	Improve	OC SRTS	7s
Hwy-037	New Hope Church Road	Add a left-turn lane on New Hope Church Road onto NC 86	New Hope Elementary School	NC 86	Modernization	Improve	OC SRTS	2c
Hwy-038	New Hope Church Road	Add a right-turn lane on New Hope Church Road to New Hope Elementary School	New Hope Elementary School eastern driveway	New Hope Elementary School western driveway	Modernization	Improve	OC SRTS	2e
Hwy-039	West Ten Road	Extend the right-turn lane on West Ten Road by 300 ft	Gravelly Hill Middle School	300 ft east	Modernization	Improve	OC SRTS	10b
Intersection Projects								
Int-201	I-40/NC 86 Interchange	Upgrade interchange capacity; managed lane access; increase cycle length of I-40 westbound ramps at NC 86	-	-	Interchange	Improve	DCHC MPO 2017 CTP	I-3306
Int-202	I-85/US 70 Connector interchange upgrade	Make full access interchange at US 70	-	-	Interchange	Improve	DCHC MPO 2017 CTP	ORAN050 2-H
Int-203	Orange Grove Connector/Rail	Grade Separation Recommended	-	-	Bridge / Overpass	New Location	DCHC MPO 2017 CTP	U-5848
Int-204	Buckhorn Road	735141R. Grade Separation Recommended. Construct a roadway bridge over the rail tracks.	-	-	Bridge / Overpass	New Location	Mebane 2018 TSS	
Int-205	I-85/I-40 at Mattress Factory Rd	Proposed Interchange	-	-	Interchange	New Location	BG MPO 2045 MTP	Int-02

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Int-206	Buckhorn Road/Industrial Drive	Intersection Improvements	-	-	Intersection	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-149
Int-207	Ben Wilson Road/Bowman Road	Intersection Improvements	-	-	Intersection	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-146
Int-208	Buckhorn Road/West Ten Road	Intersection Improvements	-	-	Intersection	Improve	BG MPO Unfunded Projects from 2045 MTP	Hwy-148
Int-209	SR 1005 (Old Greensboro Road)	B-5348. Replace Bridge 670085 over Phil's Creek	-	-	Bridge / Overpass	Improve	NCDOT 2024-2033 STIP	B-5348
Int-210	NC 86	B-6037. Replace Bridge 670049 over North Carolina Railroad / Norfolk Southern Railroad	-	-	Bridge / Overpass	Improve	NCDOT 2024-2033 STIP	B-6037
Int-211	I-85 / SR 1009	I-5967. SR 1009 (South Churton Street) in Hillsborough. Interchange improvements	-	-	Interchange	Improve	NCDOT 2024-2033 STIP	I-5967
Int-212	I-85 / NC 86	I-5984. NC 86 in Hillsborough. Upgrade interchange	-	-	Interchange	Improve	NCDOT 2024-2033 STIP	I-5984
Int-213	NC 54 / SR 1006	R-5821B. SR 1006 (Orange Grove Road). Intersection improvements	-	-	Intersection	Improve	NCDOT 2024-2033 STIP	R-5821B

Roadway Projects

- Interchange / Intersection / Overpass, Improve
- Interchange / Intersection / Overpass, New Location
- Access Management/Operations, Improve
- Congestion/Mobility, Improve
- ⋯ Congestion/Mobility, New Location
- Modernization, Improve
- Other, Improve



Final Bicycle and Pedestrian Projects

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Bicycle and Pedestrian Projects								
BP-301	Erwin Rd	On road Bicycle Lane	I-40	Durham/ Orange County line	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN012 8-B, DURH011 1-B
BP-302	Mt Carmel Church Rd	On road Bicycle Lane	Bennett Rd	Chatham/ Orange county line	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN011 7-B, ORAN015 7-B
BP-303	Kerley Rd	On road Bicycle Lane	Erwin Rd	NC 751	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH020 2-B
BP-304	Hwy 751	On road Bicycle Lane	Constitution Dr	Hillsborough Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH018 1-B
BP-305	Mt Moriah Rd	On road Bicycle Lane	Erwin Rd	Orange County Line	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH023 8-B
BP-306	Pickett Rd	On road Bicycle Lane. Multiuse if unpaved section closed.	Chapel Hill Rd	Erwin Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH027 7-B
BP-307	Guess Rd	On road Bicycle Lane and pedestrian pathway	New Sharon Ch Rd	Durham County line	Bicycle and Pedestrian	Proposed	DCHC MPO 2017 CTP	DURH014 6-B
BP-308	Cole Mill Rd	On road Bicycle Lane	Rose of Sharon Rd	Orange County Line	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH006 5-B
BP-309	Hillsborough Rd	On road Bicycle Lane	Sparger Rd	Orange County Line	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH016 7-B
BP-310	Bacon Rd	On road 4' Paved Shoulder	Roxboro Rd	NC 57	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH001 7-B
BP-311	Bill Poole Rd / Hopkins Rd	On road 4' Paved Shoulder	Orange County Line	Redleaf Ln	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH002 6-B, DURH017 1-B
BP-312	Saint Marys Rd	On road 4' Paved Shoulder	Guess Rd	Bivens Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH031 7-B
BP-313	Craig Rd	On road 4' Paved Shoulder	Bivins Rd	Umstead Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH007 2-B
BP-314	Ebenezer Church Rd	On road 4' Paved Shoulder	Bivins Rd	Pleasant Green Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH010 3-B

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
BP-315	Walker Rd	On road 4' Paved Shoulder	Walker Rd	New Sharron Church Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN010 1-B
BP-316	Ode Turner Rd	On road 4' Paved Shoulder	Orange Grove Rd	Old Chapel Hill-Hillsborough Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN017 2-B
BP-317	US 70	On road 4' Paved Shoulder or bicycle lane	Le Nare Trl	Lawrence Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN021 3-B, ORAN021 5-B
BP-318	I-85 Connector	On road 4' Paved Shoulder	W Ten Rd	Cornelius St	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN014 0-B, ORAN014 1-B
BP-319	Miller Rd / Baldwin Rd	On road 4' Paved Shoulder	Walker Rd	Orange High School Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN015 6-B, ORAN010 2-B
BP-320	NC 86	On road 4' Paved Shoulder and pedestrian footpath	Coleman Loop	920 ft south of Coleman Loop	Bicycle and Pedestrian	Proposed	DCHC MPO 2017 CTP	ORAN016 5-B, CHAT015 8-P
BP-321	NC 86	On road 4' Paved Shoulder or bicycle lane	South of New Hope Church Rd	Eubanks	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN016 6-B, ORAN016 7-B,
BP-322	NC 86	On road 4' Paved Shoulder or bicycle lane and sidewalk	Hillsborough northern town limit	South of New Hope Church Rd	Bicycle and Pedestrian	Proposed	DCHC MPO 2017 CTP	ORAN016 6-B, ORAN016 7-B,
BP-323	Mt Hernon Church Rd / W Cornwallis Rd / Schley Rd / Pleasant Green Rd	On road 4' Paved Shoulder	New Sharon Church Rd	Bay Meadows Ln	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN015 8-B, ORAN021 6-B, ORAN018 0-B
BP-324	Old NC 10	On road 4' Paved Shoulder	NC 86	US 70	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN017 5-B
BP-325	Coleman Loop	On road 4' Paved Shoulder	NC Hwy 86	NC Hwy 86	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN011 4-B
BP-326	Ben Johnston Rd	On road 4' Paved Shoulder	I-85 Connector	Dimmocks Mill Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN010 4-B

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
BP-327	Lawrence Rd	On road 4' Paved Shoulder	Old NC 10	St Mary's Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN014 7-B
BP-328	Whitfield Rd	On road 4' Paved Shoulder	NC 86	Erwin Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN022 0-B
BP-329	Dairyland Rd / Homestead Rd	On road 4' Paved Shoulder	Dodsons Xrds	Past Clermont Greenway Crossing	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN011 8-B, ORAN011 9-B, ORAN012 0-B
BP-330	St Mary's Rd / New Sharon Church Rd / Holly Ridge Rd	On road 4' Paved Shoulder	NC 157	US 70	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN019 4-B, ORAN017 1-B, ORAN017 0-B
BP-331	Lebanon Rd	On road 4' Paved Shoulder or other bike improvement	Brook Hollow Rd	Mill Creek tributary	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN014 8-B
BP-332	W Ten Rd	On road 4' Paved Shoulder and sidewalk or shared use path	Rock Quarry Rd	I-85 Connector	Bicycle and Pedestrian	Proposed	DCHC MPO 2017 CTP	ORAN021 7-B
BP-333	Brookhollow Rd / Mt Willing Rd	On road 4' Paved Shoulder	E Lebanon Rd	Chestnut Ridge Ch Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN010 6-B, ORAN016 0-B
BP-334	Frank Perry Rd	On road 4' Paved Shoulder	Coleman Loop	Faucette Mill Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN013 4-B
BP-335	Dimmock Mill Rd	On road 4' Paved Shoulder	I-40	Orange Grove Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN012 2-B
BP-336	Jones Ferry Rd	On road 4' Paved Shoulder or other bike improvement	Chatham/Orange County line	Old Fayetteville Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN014 3-B, ORAN014 4-B
BP-337	Faucette Mill Rd	On road 4' Paved Shoulder	Frank Perry Rd	Odie St	Bicycle	Proposed	DCHC MPO 2017 CTP	
BP-338	Mt Sinai Rd	On road 4' Paved Shoulder	NC 86	Kerley Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN015 9-B
BP-339	New Hope Church Rd	On road 4' Paved Shoulder and sidewalk or shared use path	Old NC 86	Old NC 10	Bicycle and Pedestrian	Proposed	DCHC MPO 2017 CTP	ORAN016 9-B

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
BP-340	Old NC 86	On road Bicycle Lane; consider multiuse path alt.	Oak Ridge Rd	Eubanks Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN017 6-B, ORAN017 7-B, ORAN017 8-B
BP-341	Old NC 86	On road Bicycle lane and sidewalk	I-40	North of Oak Ridge Rd	Bicycle and Pedestrian	Proposed	DCHC MPO 2017 CTP	ORAN017 6-B
BP-342	Old Greensboro Rd	On road 4' Paved Shoulder	Haw River	Jones Ferry Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN017 4-B
BP-343	NC 54	On road 4' Paved Shoulder	Orange County Line	Dodsons Xrd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN942 9-B
BP-344	NC 54	On road 4' Paved Shoulder and pedestrian pathway	Dodsons Xrds	Old Fayetteville Rd	Bicycle and Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-001
BP-345	US 70 A	On road Bicycle Lane and sidewalk	S Churton St	Morelanda Dr	Bicycle and Pedestrian	Proposed	DCHC MPO 2017 CTP	ORAN021 4-B
BP-346	Bivens Rd / Terry Rd	On road bicycle facility	New Sharon Church Rd	Ebenezer Ch Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	DURH002 7-B, ORAN020 4-B, ORAN020 5-B
BP-347	Turkey Farm Rd	On road From Orange County Bicycle Routes Map	Mt. Sinai Rd	Whitfield Rd	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN020 6-B, ORAN020 7-B
BP-348	University Station Rd	On road From Orange County Bicycle Routes Map	Mt. Sinai Rd	US 70	Bicycle	Proposed	DCHC MPO 2017 CTP	ORAN020 9-B, ORAN021 0-B
BP-349	Buckhorn Rd	4' Paved shoulder recommended	US 70	Orange Grove Rd	Bicycle	Proposed	Mebane CTP 2040	
BP-350	Walnut Grove Church Road	On Road, Needs Improvement	Orange County Line	NC 86	Bicycle and Pedestrian	Proposed	Orange County 2013 CTP	ORAN000 5-B

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
BP-351	McDade Store Road / Hurdle Mills Road / Ormond Road	Unspecified On-road Bike Improvement	Pentecost Rd	Walnut Grove Church Rd	Bicycle	Proposed	OC 2013 CTP	ORAN000 8-B
BP-352	NC 49	On Road, Needs Improvement	NC 86	NC 49	Bicycle	Proposed	OC 2013 CTP	ORAN000 9-B
BP-353	Bradshaw Quarry Road / Arthur Minnis Rd	Unspecified on-road bike improvements	Orange County Line	Dodsons Xrd	Bicycle	Proposed	OC 2013 CTP	NA
BP-354	NC 86	On road bicycle improvement and pedestrian path	Merlot Ln	Carr Store Rd	Bicycle and Pedestrian	Proposed	OC 2013 CTP	ORAN000 1-B
BP-355	NC 86	On road bicycle improvement and pedestrian path	Walnut Grove Church Rd	Coleman Loop Rd	Bicycle and Pedestrian	Proposed	OC 2013 CTP	ORAN000 4-B
BP-356	Carr Store Rd	On-road Bike Improvement and pedestrian path	NC 49	NC 86	Bicycle and Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-077, O-046, O-008, O-085
BP-357	Lonesome Rd	Unspecified On-road Bike Improvement	Harmony Church Rd	Mill Creek Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-039
BP-358	Highland Farm Rd	Unspecified On-road Bike Improvement	Efland-Cedar Grove Rd	Coleman Loop Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-049
BP-359	Halls Mill Rd	Unspecified On-road Bike Improvement	Highland Farm Rd	Bane Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-050
BP-360	Kiger Rd	Unspecified On-road Bike Improvement	NC 57	New Sharon Church Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-064
BP-361	Hebron Church Rd	Unspecified On-road Bike Improvement	Mebane-Oaks Rd	Whitaker Rd	Bicycle	Proposed	TARPO 2015	O-032

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
							Bicycle & Pedestrian Framework	
BP-362	Mebane-Oaks Rd	Unspecified On-road Bike Improvement	Orange County Line	NC 54	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-031, O-081, O-067
BP-363	Oak Grove Church Rd / Vernon Rd	Unspecified On-road Bike Improvement	Mount Willing Rd	Bradshaw Quarry Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-030, O-029
BP-364	Oak Grove Church Rd	On-road Bike Improvement and pedestrian path	Mount Willing Rd	Mebane Oaks Rd	Bicycle and Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-030, O-006
BP-365	Dodsons Xrd / Orange Grove Rd / White Cross Rd / Butler Rd	4' paved shoulders	New Grady Brown School Rd	Orange County line	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-024, O-020, O-019
BP-366	Chestnut Ridge Church Rd	Unspecified On-road Bike Improvement	Buckhorn Rd	Mt Willing Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-027
BP-367	Chestnut Ridge Church Rd	On-road Bike Improvement and pedestrian path	Camp Chestnut Ridge Rd	Westwood Dr	Bicycle and Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-027, O-004
BP-368	Dairyland Rd	4' paved shoulders and pedestrian path	Orange Grove Rd	Union Grove Ch Rd (in DCHC)	Bicycle and Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-021, O-003
BP-369	Orange Grove Rd	4' paved shoulders	NC 54	Arthur Minnis Rd	Bicycle	Proposed	TARPO 2015	O-083, O-022

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
							Bicycle & Pedestrian Framework	
BP-370	Whitaker Rd & Bowman Rd	Unspecified On-road Bike Improvement	Hebron Church Rd	Rock Quarry Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-033
BP-371	Saddle Club Rd	Unspecified On-road Bike Improvement	Lebanon Rd	High Rock Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-035
BP-372	High Rock Rd	Unspecified On-road Bike Improvement and pedestrian path	Saddle Club Rd	Alamance Co line	Bicycle and Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-036, O-007
BP-373	Lynch Store Rd / Doc Corbett Rd / McDade Store Rd / Pentecost Rd	Unspecified On-road Bike Improvement	Alamance Co line	NC 49	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-037, O-041, O-042
BP-374	Harmony Church Rd	Unspecified On-road Bike Improvement	Lynch Store Rd	Efland Cedar Grove Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-038, O-069
BP-375	Mill Creek Rd	Unspecified On-road Bike Improvement	Lebanon Rd	Carr Store Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-040, O-068
BP-376	Efland-Cedar Grove Rd	Unspecified On-road Bike Improvement	McDade Store Rd	Harmony Church Store Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-047, O-070

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
BP-377	Efland-Cedar Gr Rd	Paved Shoulder and pedestrian path	Highland Farm	north of Carr Store (in larger project)	Bicycle and Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-048, O-009
BP-378	Sawmill Rd	On-road Bike Improvement and pedestrian path	NC 86	Walnut Grove Church Rd	Bicycle and Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-051, O-085
BP-379	Laws Store Rd / Brown Rd	Unspecified On-road Bike Improvement	Walnut Grove Church Rd	NC 157	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-056, O-057
BP-380	NC 157	Unspecified On-road Bike Improvement	Berry Pearce Rd	Laws Store Rd	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-059, O-072, O-073
BP-381	Pearson Rd	Unspecified On-road Bike Improvement	Walnut Grove Church Rd	NC 57	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-062
BP-382	Schley Rd	Unspecified On-road Bike Improvement and pedestrian path	NC 57	New Sharon Church Rd	Bicycle and Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-065, O-014
BP-383	Mary Hall Rd and a short section of Laws Store Rd	Unspecified On-road Bike Improvement	NC 157	NC 57	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-071
BP-384	Berry Rd	Unspecified On-road Bike Improvement	NC 157	Person County line	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-074

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
BP-385	Lake Orange Rd for bicycle travel	Unspecified On-road Bike Improvement	Ausling Way	NC 86	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-079
BP-386	Saxapahaw Rd	Unspecified On-road Bike Improvement	NC 54	Alamance Co line	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-082
BP-387	Corbett Ridge Rd	Unspecified On-road Bike Improvement	NC 49	Caswell Co line	Bicycle	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-045
BP-388	Mountains to Sea Trail	Multiuse Trail, Paved	Alamance/Orange County line	Hillsborough Riverwalk	Trail	Proposed	DCHC MPO 2017 CTP	ORAN016 5-M, CHAT012 3-P
BP-389	Piney Mountain Creek Trail	Off road unpaved trail	New Hope Creek	Murphy School Rd	Trail	Proposed	DCHC MPO 2017 CTP	CHAT015 1-P, CHAT015 2-P, CHAT015 3-P
BP-390	Morgan Creek Trail	Off road unpaved trail	Parallel	and south of Dairyland Rd	Trail	Proposed	DCHC MPO 2017 CTP	CHAT011 0-P to CHAT012 0-P
BP-391	Neville Creek Trail	Off road unpaved trail	Parallel	and north of Jones Ferry Rd	Trail	Proposed	DCHC MPO 2017 CTP	CHAT012 7P to CHAT013 3-P
BP-392	Mountain Creek Tr	Off road unpaved trail	New Hope Crk Trl	Union Grove Church Rd	Trail	Proposed	DCHC MPO 2017 CTP	CHAT012 1-P
BP-393	Bolin Creek Trail Extension	Off road unpaved trail	Lower Trading Path	Bolin Creek (Hogan Lake)	Trail	Proposed	DCHC MPO 2017 CTP	ORAN010 1-P
BP-394	New Hope Creek Trail / Long Branch Trail	Off road unpaved trail			Trail	Proposed	DCHC MPO 2017 CTP	CHAT013 4-P to CHAT014

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
								3-P, CHAT010 8-P
BP-395	Phils Creek Trail	Off road unpaved trail	Neville Creek Trail	McCauley Ln	Trail	Proposed	DCHC MPO 2017 CTP	CHAT014 7-P to CHAT015 0-P
BP-396	NC 86	Pedestrian path	Hurdle Mills Rd	920 ft south of Coleman Loop	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT015 8-P
BP-397	Buck Branch Trail	Off road unpaved trail	Parallel	Mt Carmel Church Rd	Trail	Proposed	DCHC MPO 2017 CTP	CHAT010 2-P, CHAT010 3-P
BP-398	Mountains to Sea Tr	Off road Paved and natural surface trail	Orange County Speedway	Durham County	Trail	Proposed	DCHC MPO 2017 CTP	CHAT012 2-P
BP-399	High Rock Rd	Pedestrian path	Saddle Club Rd	Lebanon Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT010 5-P
BP-400	Lebanon Rd	Off road Footpath	High Rock Rd	West of Brookhollow Rd	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT010 5-P
BP-401	Mount Willing Road	Off road Footpath	Chestnut Ridge Church Rd	South of Buddy Ln	Pedestrian	Proposed	DCHC MPO 2017 CTP	CHAT015 7-P
BP-402	Old Field Creek Trail	Off road unpaved trail	I-40	New Hope Creek Trail	Trail	Proposed	DCHC MPO 2017 CTP	CHAT014 4-P to CHAT014 5-P
BP-403	Jones Ferry Road Parallel Trail	Off road unpaved trail	Morgan Creek (University Lake)	Deerfield Trl	Trail	Proposed	DCHC MPO 2017 CTP	CHAT010 7-P
BP-404	Pritchard's Mill Creek Trail	Off road unpaved trail	Morgan Creek (University Lake)	Wolfs Trl	Trail	Proposed	DCHC MPO 2017 CTP	CHAT015 4-P, CHAT015 5-P
BP-405	Green Riley Rd	Off Road, Recommended Pedestrian pathway	NC 57	New Sharon Church Rd	Pedestrian	Proposed	OC 2013 CTP	
BP-406	Oakdale Dr	Sidewalk	Morgan Rd to Old NC 86	Orange Grove Rd to Turner End Dr	Pedestrian	Proposed	OC SRTS	3f
BP-407	Harold Latta Dr	Sidewalk	Cloverfield Dr	Orange High School Rd	Pedestrian	Proposed	OC SRTS	7d
BP-408	Rencher St	Sidewalk	West of NC 57	Eastern street terminus	Pedestrian	Proposed	OC SRTS	7i

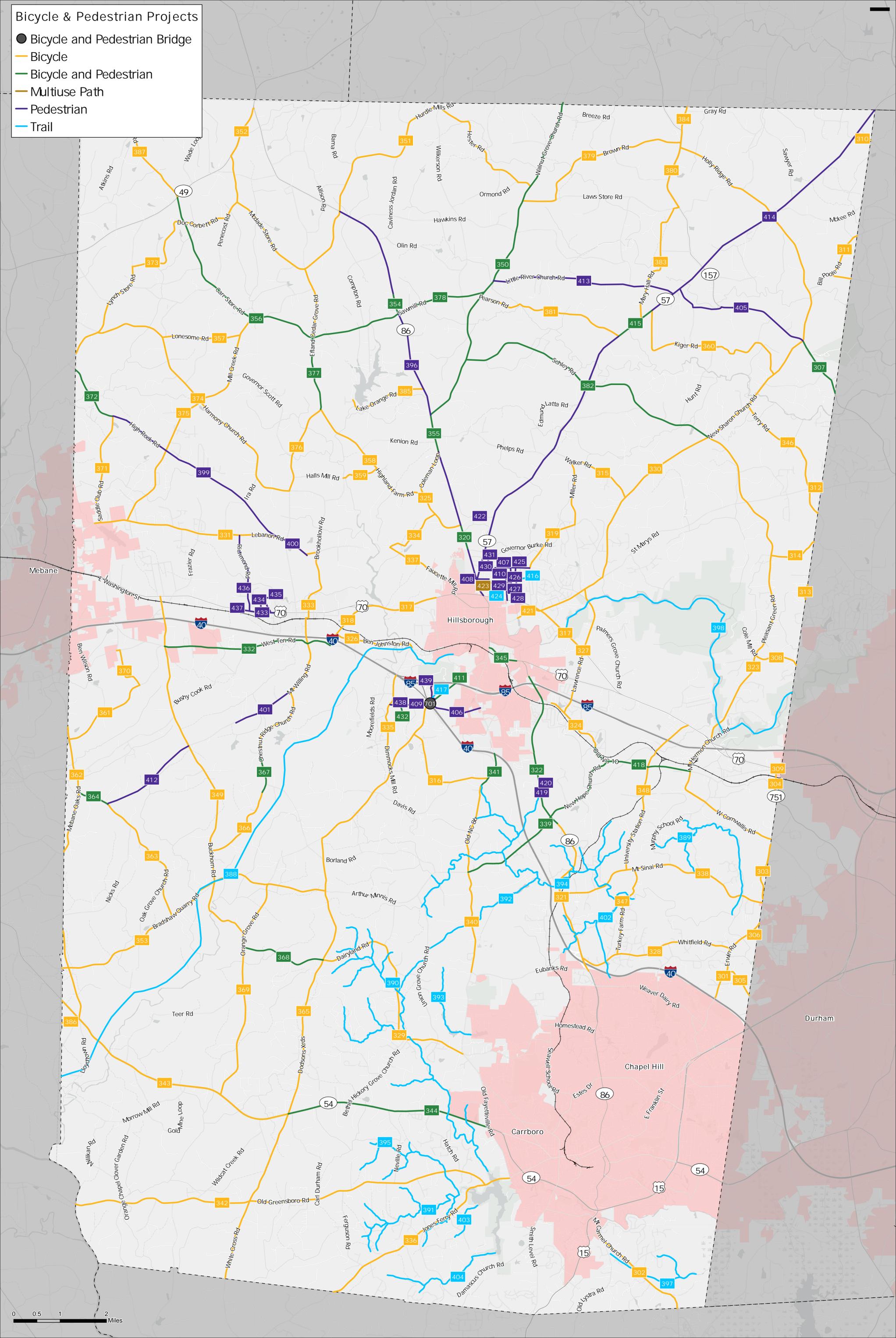
Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
BP-409	New Grady Brown School Rd	Sidewalk	Grady Brown School	Orange Grove Rd	Pedestrian	Proposed	OC SRTS	3b
BP-410	Orange High School Rd	Sidewalk	Harold Latta Dr	US 70	Pedestrian	Proposed	OC SRTS	7b
BP-411	Orange Grove Rd	Sidewalk and paved shoulder or shared use path	New Grady Brown School Rd	Elfin Blvd	Bicycle and Pedestrian	Proposed	OC SRTS	3c
BP-412	Mount Willing Road	Pedestrian path in Mount Willing Road corridor	Mebane Oaks Rd	Buckhorn Rd	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-006
BP-413	Little River Church Rd	Pedestrian path in Little River Church Rd corridor	Walnut Grove Church Rd	NC 57	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-012
BP-414	NC 57	Pedestrian pathway in NC 57 corridor north of Hillsborough	NC 86	Orange County line	Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-013
BP-415	NC 57	Pedestrian pathway and on-road bike improvement	Pearson Rd	Kiger Rd	Bicycle and Pedestrian	Proposed	TARPO 2015 Bicycle & Pedestrian Framework	O-013, O-063
BP-416	Trail Connection from English Hill Lane to Buttonwood Dr	Multi-use path connecting English Hill Lane to Buttonwood Drive	English Hill Lane	Buttonwood Drive	Trail	Proposed	OC SRTS Action Plan	
BP-417	Trail Connection from Patriot's Pointe to Timbers Dr	Multi-use path connecting the southwest corner of Patriots Pointe to Timbers Drive to shorten walking distance for pedestrians	Patriots Pointe	Timbers Drive	Trail	Proposed	OC SRTS Action Plan	
BP-418	Old NC 10	Proposed bicycle and pedestrian	Buckboard Dr	Mount Heron Church Rd	Bicycle and Pedestrian	Proposed	Orange County recommendation	

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
BP-419	Benton Dr	Proposed sidewalk	NC 86	AL Stanback Middle	Pedestrian	Proposed	OC SRTS	1d
BP-420	Storey Ln	Proposed sidewalk	NC 86	AL Stanback Middle	Pedestrian	Proposed	OC SRTS	1e
BP-421	St Marys Rd	Proposed bicycle lane	1600ft east of River Park Elementary	US 70	Bicycle	Proposed	OC SRTS	12g
BP-422	Strouds Creek Rd	Proposed sidewalk	Tumbling Brook Ln	Pathways Elementary entrance	Pedestrian	Proposed	OC SRTS	13c
BP-423	Holman Dr / School Rd	Proposed multi-use path	NC 86	School Business Garage Rd	Multiuse Path	Proposed	OC SRTS	7j
BP-424	Trail connection	Trail connection from Walgreens to Orange Middle	Walgreens	Orange Middle School	Trail	Proposed	OC SRTS	7k
BP-425	Orange High School Rd	Proposed sidewalk	Harold Latta Dr	Miller Rd	Pedestrian	Proposed	OC SRTS	7e
BP-426	Ann Rd	Proposed sidewalk	Orange High School Rd	Joyce Rd	Pedestrian	Proposed	OC SRTS	7f
BP-427	Joyce Rd	Proposed sidewalk	Orange High School Rd	Termini	Pedestrian	Proposed	OC SRTS	7g
BP-428	Gwen Rd	Proposed sidewalk	Orange High School Rd	US 70	Pedestrian	Proposed	OC SRTS	7h
BP-429	Sidewalk	Proposed sidewalk	Orange Middle School entrance	Orange High School Rd	Pedestrian	Proposed	OC SRTS	7a
BP-430	Dairy Farm Rd	Proposed sidewalk	NC 57	Governor Dr	Pedestrian	Proposed	OC SRTS	8c
BP-431	Governor Dr	Proposed sidewalk	Governor Burke Rd	Harold Latta Dr	Pedestrian	Proposed	OC SRTS	8b
BP-432	Arbor Ln	Proposed bicycle lane and sidewalk	New Grady Brown School Rd	Termini	Bicycle and Pedestrian	Proposed	OC SRTS	4a
BP-433	Fuller Rd	Proposed sidewalk	US 70	Tinnin Rd	Pedestrian	Proposed	OC SRTS	9d
BP-434	School House Rd	Proposed sidewalk	Fuller Rd	Tinnin Rd	Pedestrian	Proposed	OC SRTS	9e
BP-435	Tinnin Rd	Proposed sidewalk	US 70	Termini	Pedestrian	Proposed	OC SRTS	9f
BP-436	Richmond Rd	Proposed sidewalk	US 70	Termini	Pedestrian	Proposed	OC SRTS	9g
BP-437	US 70	Proposed sidewalk	Redman Xing	Ashwick Dr	Pedestrian	Proposed	OC SRTS	9h
BP-438	New Grady Brown School Rd	Proposed sidewalk	Dimmocks Mill Rd	Grady Brown School Entrance	Pedestrian	Proposed	OC SRTS	3i

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
BP-439	Timber St	Proposed sidewalk	Orange Grove Rd	Termini	Pedestrian	Proposed	OC SRTS	3k
Bicycle and Pedestrian Bridges								
BP-701	I-40/Orange Grove Rd	Grade separate bike/ped path from I-40	-	-	Bicycle and Pedestrian	Proposed	OC SRTS	3d

Bicycle & Pedestrian Projects

- Bicycle and Pedestrian Bridge
- Bicycle
- Bicycle and Pedestrian
- Multiuse Path
- Pedestrian
- Trail



Final Transit and Rail Projects

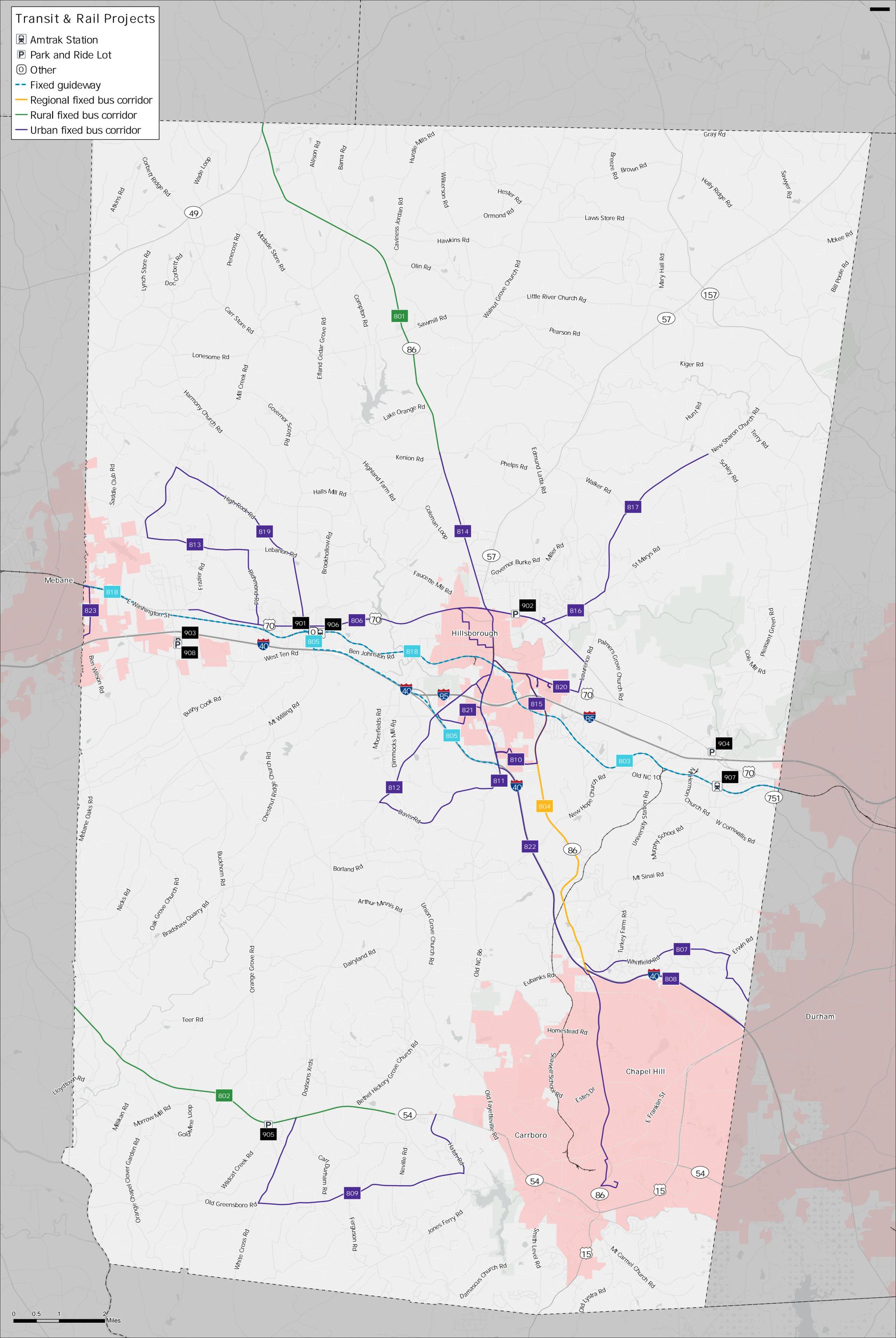
Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
Transit and Rail Projects								
TR-801	NC 86	Recommended transit	Orange County border	Coleman Loop Rd	Rural fixed bus corridor	Proposed	OC 2013 CTP	ORAN000 2-T
TR-802	NC 54 West	Recommended transit	Orange County border	Broadwell Rd	Rural fixed bus corridor	Proposed	OC 2013 CTP	ORAN000 1-T
TR-803	NCRR	Commuter Rail Transit (West Durham to Hillsborough)	Hillsborough	Selma	Fixed guideway	Proposed	DCHC MPO 2045 MTP	
TR-804	NC 86	Add high-capacity transit or express bus; Chapel Hill to Hillsborough	Orange County border with Chapel Hill	Hillsborough	Regional fixed bus corridor	Proposed	DCHC MPO 2045 MTP	
TR-805	I-40/I-85	OCTS Bus Rapid Transit	Forrest Ave	US 70	Fixed guideway	Proposed	DCHC MPO 2017 CTP	
TR-806	US-70	Bus along US 70. Increase transit access with more stops, improve Hillsborough Circulator	Matthis Briggs Dr	St Marys Rd	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	
TR-807	Mt Moriah / Whitfield / Erwin	New OCTS fixed route	MLK Boulevard	Orange county border	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	
TR-808	I-40	Bus along I-40	NC 86	Orange county border	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	
TR-809	Hatch Road / Old Greensboro Rd / White Cross Rd / Butner Rd	New OCTS fixed route	NC 54	Dodsons Xrd	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	
TR-810	Waterstone Dr	Bus. Improve service to Durham Tech and UNC	Old NC 86	NC 86	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	ORAN011 7-T
TR-811	Old NC 86	Bus along NC 86	Davis Rd	Waterstone Dr	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	ORAN011 7-T
TR-812	Davis Rd / Orange Grove Rd	New OCTS fixed route, improve Hillsborough Circulator	S Churton St	Old NC 86	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	ORAN011 7-T
TR-813	Richmond / Lebanon / Doe Run / Mill Creek	Northwestern Orange County. Deviated fixed route	High Rock Rd	US 70	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	ORAN011 8-T
TR-814	NC-86	Bus	Phelps Rd	US 70	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	
TR-815	Hampton Pointe	Bus	Walmart Parking Lot	NC 86	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
TR-816	Saint Marys	New deviated fixed route	US 70	New Sharon Church Rd	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	
TR-817	New Sharon Church	Bus along New Sharon Church Rd	St Marys Rd	Schley Rd	Urban fixed bus corridor	Proposed	DCHC MPO 2017 CTP	
TR-818	Amtrak Track	Fixed Guideway proposed on the existing Amtrak freight rail track	Mebane	Hillsborough	Fixed guideway	Proposed	BG MPO 2022 CTP	ORAN100 01-R
TR-819	High Rock Rd / Efland Cedar Grove Rd	Proposed urban fixed bus corridor	Mill Creek Rd	US 70	Urban fixed bus corridor	Proposed	OC Recommendation	
TR-820	US 70 / Lawrence Rd / US 70A	Hillsborough Circulator A. Improved Hillsborough Circulator route to serve northeastern Hillsborough	Hillsborough Downtown	Walmart	Urban fixed bus corridor	Proposed	OC SRTP	
TR-821	NC 86 / Old NC 86 / Orange Grove Rd /S Churton St	Hillsborough Circulator B. Improved Hillsborough Circulator route to serve south Hillsborough	South of downtown	UNC Hospital	Urban fixed bus corridor	Proposed	OC SRTP	
TR-822	I-40	Orange-Chapel Hill Connector. Bus route connecting Hillsborough and Chapel Hill	Downtown Hillsborough	UNC	Urban fixed bus corridor	Proposed	OC SRTP	
TR-823	Oakwood St / US 70	Mebane Circulator. Bus route connecting Mebane	Oakwood St	Mebane	Urban fixed bus corridor	Proposed	OC SRTP	
Park-and-Ride Lot, Amtrak Station, and Other Projects								
TR-901	Mount Willing Rd	RX-2007B. NORFOLK SOUTHERN RAILROAD CROSSING 735145T NEAR EFLAND. INSTALL ACTIVE WARNING DEVICES.	-	-	Other	Proposed	NCDOT 2024-2033 STIP	
TR-902	Near US 70 and Gwen Rd	TD-5295. TOWN OF HILLSBOROUGH. CONSTRUCT PARK-AND-RIDE LOT.	-	-	Park and Ride Lot	Proposed	NCDOT 2024-2033 STIP	
TR-903	I-40/Buckhorn	Park and Ride Recommended	-	-	Park and Ride Lot	Proposed	BG MPO Unfunded Projects from 2045 MTP	

Project ID	Facility	Description	From	To	Type	Status	Plan Reference	Plan ID
TR-904	US 70 and Pleasant Green	Park and Ride Lot Recommended	-	-	Park and Ride Lot	Proposed	DCHC MPO 2017 CTP	
TR-905	Near White Cross and NC 54 (General Location)	Park and Ride Lot Recommended	-	-	Park and Ride Lot	Proposed	DCHC MPO 2017 CTP	
TR-906	Southern Dr	Rail Stop Recommended in Efland	-	-	Amtrak Station	Proposed	DCHC MPO 2017 CTP	
TR-907	US 70/I-85	Rail Stop Recommended	-	-	Amtrak Station	Proposed	DCHC MPO 2017 CTP	
TR-908	Buckhorn Rd/Rabbit Run Ln	Park and Ride Lot Proposed	-	-	Park and Ride Lot	Proposed	BG MPO 2022 CTP	

Transit & Rail Projects

-  Amtrak Station
-  Park and Ride Lot
-  Other
-  Fixed guideway
-  Regional fixed bus corridor
-  Rural fixed bus corridor
-  Urban fixed bus corridor





Appendix V

Policy Recommendations

Policy Recommendations

Number	Policy
Roadway	
1	Explore pursuing jurisdictional control of NCDOT streets that are important corridors, such as Main St and/or N. Greensboro St.
2	Evaluate and revise Town Standards for Street Design that explore changes to use a maximum design speed of 20 miles per hour.
3	Explore and implement engineering solutions to reduce motor vehicle speeds in the downtown.
4	Improve response time to infrastructure repairs
5	Increase proportion of highways and highway assets in 'Good' condition
6	The Triangle region needs to plan and practice the activities that need to take place to close, reroute and repair roads and adjacent infrastructure.
7	Remove Funding Barriers for Small Towns and Rural Areas in Divisions with Large MPOs by exempting Surface Transportation Block Grant-Direct Allocation Funding from the STI Allocation
8	Improve the County's transportation system by first enhancing existing facilities as opposed to developing new facilities.
9	Road volumes and capacities on Brookhollow, Richmond, and Efland-Cedar Grove Roads need to be further studied before significant additional development that will utilize these roads is allowed. Improvements to these roads may be necessary to efficiently accommodate growing traffic volumes.
10	Upgrade and maintain existing infrastructure and facilities to support preferred land use and growth patterns.
11	Adopt a vision zero policy to improve the roadway environment and policies to lessen the severity of crashes.
12	Adopt a public/private streets policy.
13	Improve resiliency and reliability of the transportation system through increasing roadway network connectivity and supporting multiple route options
14	Ensure that funds are available for spot widening and intersection improvements that can be implemented when a street is being repaved.
15	Adopt roadway and pavement design standards in the infill and reuse Freight Oriented Development (FOD) areas that are adequate for heavy truck movements.
16	Set speed limits on new roadways based on roadway context and target speed.
17	Re-evaluate speed limits on existing roadways and implement projects (e.g., gateway treatments, chicanes) to calm traffic.
18	Implement Complete Streets and roadway reconfiguration to provide context-sensitive street design
20	Install, enhance, or maintain center line and edge line markings on paved roadways.
21	Conduct Road Safety Audit (RSA) on priority corridors.
22	Reduce Lane Departure Crashes
23	Increase the number of collector streets to better facilitate travel between local streets and arterials
24	Amend the Collector Street Plan as necessary to include new streets as they are identified during the development review process
25	Local jurisdictions should consider adopting policies and dedicating funding to help construct traffic calming measures on existing collector streets that become connected to new collector streets.
26	The City and County of Durham should consider revisions to the street standards for public and private streets described in the table of Minimum Design Requirements for Public and Private Residential Streets.
27	To induce self-enforcing speed limits on residential and commercial collector streets, the Town, City, and counties should develop streetscape guidelines for application by the Town or City (on publicly funded projects) and developers (on privately-funded street projects).
28	The local jurisdictions should consider enhancements to existing traffic calming programs to offer more than speed humps.

Number	Policy
Multi-Modal	
1	Establish a work plan of priority programs for implementation over the next three years and strategically engage existing and new partners to serve as sponsors, promoters, lead organizers, or technical assistance providers for programs that best overlap their mission.
2	Identify opportunities to incorporate low-intensity walks and bike rides into the existing annual 5K and 10K races.
3	Establish an Evaluation Task Force including Mebane on the Move, regional planning organizations, and Healthy Alamance among others. The group can identify strategies for expanding evaluation of bicycling, walking, and health metrics in Mebane. Additionally, the group can identify means of incorporating the results of the expanded evaluation methods into local and regional planning processes.
4	Identify existing, needed, and poor-quality sidewalks to update the existing sidewalks plan, for the purpose of implementation alongside development projects to increase pedestrian safety and decrease traffic speed.
5	Sidewalks should be required in new developments and a sidewalk plan to retrofit developed areas so that sidewalks can serve as connectors between residential, commercial, and civic uses should be completed and implemented along with mechanism for handling liability and maintenance of the sidewalks.
6	Update Design Manual Streets and Sidewalks Standard Details
7	Reprioritize sidewalk list
8	Continue to implement and support the Safe Routes to Schools Action (SRTS) plan and projects in coordination with schools.
9	Leverage Department of Transportation and Town resurfacing projects for exploration and implementation of bike and pedestrian improvements like bike lanes, shared travel lanes, shoulders, bike boxes, intersection bike markings, center turn lanes, additional crosswalks, greenways, and maintain parking.
10	Pedestrian walkways and bicycle infrastructure providing safe routes and access to transit stops. This includes installation of transit islands, pedestrian crossings, and sidewalk improvements to better facilitate bike/ped and bus interaction.
11	Develop a connected system of on- and off-road facilities to accommodate varying level of bicyclists and follow bike plan recommendations to have physically separated bike lanes.
12	Consider allocating a portion of Powell Bill funding to bike and pedestrian projects.
13	For incidental sidewalk projects, which require a local funding contribution under current NCDOT policy, work with local partners to educate them about this policy and ensure that the local partners can secure the necessary funding.
14	Encourage city and county governments to identify specific sources of funding that will be dedicated to bicycle and pedestrian improvements—this funding could be used for local projects as identified in plans or as a match for NCDOT project funding.
15	Support programs such as Safe Routes to School, and encourage schools and communities to work together on both physical infrastructure projects and educational/organizational programs to increase the number of children using active transportation to school.
16	Encourage people to “leave their cars behind” by continuing to coordinate biking and walking tours in different parts of Town.
17	Develop, adopt, and maintain a complete streets policy and street connectivity policies that incorporates and implements a vision zero policy and guides the design, construction, operation, and maintenance of streets that are safe for all road users and includes the development of new subdivisions.
18	Restructure Residential Traffic Management Plan (RTMP) and incorporate a Bike-Ped Safety Assessment Process.
19	Implement wayfinding/signage improvements and packages including bike corridors.
20	Incorporate and increase parking infrastructure for bicycles in parking plans and existing destinations through a bike parking program
21	Increase the provision of bikeways and walkways
22	Update design guidelines to provide both short term and long term bicycle storage and parking at major transit hubs, park-n-rides, and transit stops near major bicycling corridors.
23	In the long-term, a public-private partnership is recommended for meeting the bicycle parking need at existing locations in Chapel Hill.

Number	Policy
24	Promote the interconnectivity of local and regional bicycle infrastructure, transit, and other micromobility options between Carrboro, Chapel Hill, Orange County, and other jurisdictions and organizations in the Triangle Region.
25	Make NC a Leader in Active Transportation Investments by surpassing peer states in funding economically beneficial and safety-focused bicycle & pedestrian projects
26	Strengthen Support for Demand-Management & Technology by stabilizing and growing NCDOT's investment in Transportation Demand Management (TDM) to match local and regional commitments and implementing the Regional Technology (ITS) plan for roadways and transit
27	Recognize Statewide Projects in All Modes, Not Solely Roadways and Freight Rail by establishing standards and scoring criteria for designated statewide passenger rail and trail investments
28	Create state economic development funding for multi modal investments serving job hubs in small towns, rural areas and along major metro mobility corridors
29	Improve the condition of bicycle and pedestrian facilities and amenities
30	Increase utilization of affordable non-auto travel modes
31	Improve project delivery for all modes
32	Increase safety awareness between car drivers and bicycle riders, and increase safety for pedestrians.
33	Construct bicycle facilities in Orange County that will make cycling safer, more convenient, and more efficient.
34	Work with nearby jurisdictions to integrate the County's transportation plans with those of other transportation planning agencies and service providers in Orange County and the Triangle region. The resulting intermodal transportation system should reflect regional goals and objectives to meet projected travel demand and to reduce congestion and reliance on single occupancy vehicles.
35	Create and implement an Orange County Comprehensive Transportation Plan that provides the framework for a comprehensive and connected transportation system supporting a mix of all transportation modes, including sidewalks and bicycle facilities, bus and rail transit facilities, and highways.
36	Update the current traffic-calming policy to ensure a prioritization of multiple modes including pedestrian elements and consistency with the recommended Complete Streets policy.
37	Complete Churton Street Multi-Modal Corridor Study to inform the future NC Department of Transportation-funded project
38	Improve transportation efficiency: promote more public transportation, ride sharing, and alternative transportation such as bicycles and walking.
39	Coordinate with Orange County to locate a regional multimodal hub in the town.
40	Coordinate with Orange County and other partners on regional trail and greenway planning and implementation.
41	Adopt a policy for ownership and maintenance of trails and greenways constructed as part of private development projects.
42	Determine if any existing trails and greenways need public easements or town ownership and maintenance, such as those owned by Bellevue Mill Apartments, the Corbinton Commons homeowners association, and the Fiori Hills homeowners association.
43	Approach and evaluate transportation and connectivity planning and decisions with an equity lens to create a transportation system that benefits and is accessible to all users.
44	Educate community leaders, local officials, groups, and individuals on the benefits of alternative modes of transportation through promotional materials and awareness campaigns.
45	Enhance mobility and accessibility and manage congestion across the transportation system and across modes of transportation
46	Support projects, programs, and policies that advance safe and secure travel for all transportation system users
47	Coordinate Multimodal Transportation Network Development
48	Incorporating bikeshare stations near major transit stops.
49	Incorporating AASHTO bicycle and pedestrian design guidelines into new high capacity transit developments, as called for in the Chapel Hill Bike Plan
50	Emphasize bus infrastructure on certain corridors and bicycle infrastructure on others, creating a network of streets that emphasize specific travel modes; however, it should be noted that identifying and designating preferred modes on specific corridors may be a contentious issue.

Number	Policy
51	Chapel Hill should look at the need to acquire open space and trails in both the developed portions of Town and in the areas anticipated to be developed in the future.
52	Provide a pedestrian/bicycle crossing at the entrance to Cedar Falls Park
53	Underpass to link WCHL tower property with Eastgate Shopping Center
54	Underpass of Bolin Creek Trail under Martin Luther King Jr Blvd using existing culvert if possible.
55	Provide pedestrian crossing and pedestrian refuge at the point the Dry Creek Trail crosses Erwin Road.
56	Expand the Erwin Road Bridge over I-40 to include sidewalks and bicycle lanes.
57	An engineering study should be performed to determine what improvements related to bicycle and pedestrian safety could be made to the intersection and the approaches to the intersection. This study could be approval process for any redesign of the Glen Lennox accomplished as part of the development property.
58	Identify and assess possibilities for north-south connectors across NC 54 from the Morgan Creek trail parking lot via surface crossing or underpass underneath NC 54.
59	An engineering study should be performed to determine what improvements could be made to allow safe pedestrian/bicycle crossings of NC 86. An at grade crossing utilizing pedestrian activated signals and a method of crossing the road. pedestrian refuge may be the most feasible
60	Chapel Hill should be prepared to sustain a long-range land acquisition program until the goals of the greenway program have been met.
61	Revise signal timing to provide sufficient minimum green time for a bicyclist to safely enter and clear an intersection prior to the onset of the yellow phase at all intersections.
62	Chapel Hill should consider amending the town's Engineering Design Manual to include additional pedestrian-focused treatments including mid-block crossings and associated crossing beacons, in-street pedestrian crossing assemblies, and raised crosswalks.
63	Chapel Hill should consider adding policies for fixed signal actuation (vs. pedestrian-actuated signals) and leading pedestrian intervals.
64	Chapel Hill is recommended to establish a line of funding in the annual operating budget, with initial funding of \$50,000 to \$100,000, to fund microgap sidewalk projects and sites identified for easy/quick installation of small sidewalk gaps.
65	Expand 'Active Schools' Program
66	It is recommended that Chapel Hill track crossing improvements and set the minimum desired distance between improved crossings on 4+ lane arterials at ¼ mile.
67	Chapel Hill will ensure that all bicycle-pedestrian facilities are designed to the highest safety standards feasible at intersection crossings.
68	Develop pavement marking plans for the Short Term Priority Network Projects
69	Provide the maximum bicycle quality of service for bicycle facilities.
70	Assess and repair/replace existing facilities
71	Adopt the Triangle Bikeway Study.
72	Adopt the Connect 2050 CAMPO - DCHC MPO Metropolitan Transportation Plan (MTP) to include the Triangle Bikeway alignment and to reference network and policy recommendations of the Triangle Bikeway Study into the MTP.
73	Jurisdictions along the Triangle Bikeway corridor adopt Resolutions of Support for the Triangle Bikeway Study and amend local plans to reference network and policy recommendations of the Triangle Bikeway Study.
74	Formalize the Triangle Bikeway Working Group as the Triangle Bikeway Regional Advisory Committee to lead interjurisdictional coordination and guide project development.
75	Develop funding strategy and designate operating agency to maintain project website, TriangleBikeway.com.
76	Utilize TJCOG's non-profit organization, Triangle J Regional Partnership Corporation, as a funding mechanism to garner project support and develop a public/private partnership strategy for funding opportunities.
77	Design eastern segment of the Triangle Bikeway (Hub RTP to Raleigh).

Number	Policy
78	Develop construction funding strategies based on proposed implementation scenarios for the eastern segment of the Triangle Bikeway Corridor (RTP Park Point to Raleigh).
79	Develop Implementation Study and 30% Design for western segment of the Triangle Bikeway (Chapel Hill to RTP Park Point).
80	Submit a USDOT RAISE Grant to fund construction of the eastern segment of the Triangle Bikeway (RTP Park Point to Raleigh).
81	Design western segment of the Triangle Bikeway (Chapel Hill to RTP Park Point).
82	Obtain approval from NCDOT's Control of Access (CA) Committee for construction of the Triangle Bikeway within NCDOT I-40 right-of-way.
83	Develop a maintenance plan for the Triangle Bikeway.
84	Coordinate with NCDOT on STIP Projects U-5774B, U-5774C, U-5774F for the design and development of shared use paths with NC-54 roadway improvements.
85	Coordinate with NCDOT on STIP Projects I-6006, I-5966, and U-5936 to ensure alignment of the Triangle Bikeway corridor within the NC-54 and I-40 right-of-way.
86	Coordinate with GoTriangle on the development of the new Regional Transit Center to ensure multi-modal connectivity between the transit center and the Triangle Bikeway.
87	Coordinate with Research Triangle Park on multi-modal connections between Triangle Bikeway and RTP destinations and to provide end-of-trip facilities for bicyclists and pedestrians at Park Point and the Hub.
88	Coordinate with jurisdictions along the project corridor to plan and develop connector trails to the Triangle Bikeway.
89	Coordinate with employers along the Triangle Bikeway corridor to provide end of trip facilities for bicycle and pedestrian commuters and to offer active transportation incentives for employees.
90	Adopt the Triangle Bikeway Study and incorporate study recommendations into the MTP.
91	Facilitate the development of the equitable engagement plan, branding and wayfinding plan, and maintenance plan with state and municipal partners including the Triangle Bikeway
92	Use a community engagement process to identify barriers to using alternative forms of transportation instead of automobiles
93	Lead development of the Triangle Bikeway through design, construction, and maintenance. Coordinate with NCDOT, municipalities, counties, and other regional agencies on funding opportunities through the LAPP program, STI, RAISE, etc.
94	Adopt the Connect 2050 Metropolitan Transportation Plan (MTP) to include the Triangle Bikeway alignment.
95	Lead and facilitate project development and coordination between jurisdictions along the Triangle Bikeway corridor.
96	Establish Triangle Bikeway Regional Advisory Committee to guide the development of the project and coordinate with other local bicycle and pedestrian advisory committees to ensure there are seamless to existing and planned bicycle and pedestrian facilities. connections
97	Lead coordination with NCDOT on Control of Access approval to construct the Triangle Bikeway within the I-40 and NC-54 right of way.
98	Lead coordination with NCDOT on STIP project development in the study area to ensure alignment with the Triangle Bikeway.
99	Increased bike ped counts at key locations
100	Chapel Hill should provide an annual report of bicycle and pedestrian counts from the stations and, if possible, allow real-time reporting of data to Town open source data locations.
101	Decrease in average bike and pedestrian travel time*
102	Increase sales tax revenue*
103	Decrease in the number of motor vehicle trips to levels aligned with the Town's GHG emission reduction goal
104	Increase in H+T Index*
105	Increase in childhood and adult physical activity level*
106	Reduce bicycle collision rate
107	Zero bike ped fatalities

Number	Policy
108	Increase number of jobs accessible within 15 minutes by bike
109	Regularly coordinate with NCDOT, NCDENR, NCDCCR, other state agencies, and local staff on their plans and projects.
110	Ensure public participation in the bicycle and pedestrian planning process.
111	Participate in project pre-scoping and scoping to ensure that bicycle and pedestrian improvements identified in local and regional plans are included in plans for roadway projects. Encourage local agencies to also participate in project scoping, when appropriate.
112	Ensure that the NCDOT Complete Streets Policy is applied as part of all proposed projects.
113	Maintain information on the bicycle and pedestrian projects that are built following adoption of this plan, in order to use this information for planning and educational purposes in the future. This could be achieved through an annual report documenting the status of projects and incorporating necessary plan updates.
114	Track proposed maintenance and operations projects being pursued by NCDOT—including resurfacing projects, safety projects, signal projects, and intersection projects—and identify locations where bicycle and pedestrian improvements could be incorporated into the project at little to no extra expense.
115	Work with NCDOT to identify alternative solutions to improve the bicycle and pedestrian network in areas where right-of-way or environmental issues pose constraints to implementation of plans.
116	Encourage local agencies to include appropriate bicycle and pedestrian facility improvements as part of roadway projects.
117	Encourage local agencies to work with developers on the construction of planned bicycle and pedestrian facilities through development sites, potentially including policies that require the developer to construct these facilities as sites are developed.
118	Improve bicycle and pedestrian access within and to/from low-income neighborhoods, where non-motorized travel is more likely to be an economic necessity.
119	Develop bicycle and pedestrian infrastructure that is suitable for all users, of all ages and ability levels.
120	Support lowering of speed limits in areas with demonstrated bicycle and pedestrian usage, to improve the safety and comfort of bicyclists and pedestrians in these areas. Vehicle speed is a major concern, particularly for bicyclists who must ride with the flow of traffic.
121	Improve the safety of bicycling and walking within the region by reducing the potential for crashes.
122	Improve the ability of the bicycle and pedestrian network to serve as a recreational asset and to connect with other recreational facilities.
123	Monitor bicycle and pedestrian volumes using automated counter equipment, to develop estimates of the impact that these volumes may have on reducing motor vehicle trips. Estimate the benefits of these trip reductions on air quality, congestion, and public health.
124	Develop stronger bicycle policies and ordinances to foster development of facilities within the Town. Policies such as bicycle parking, bicycle lane development with roadway construction/repair, and bicycle helmet laws should be added.
125	A pedestrian countdown signal crosswalk policy should be written to require these important pedestrian facilities at all major roadway intersections.
126	Orange County should reconsider its lane width recommendation in the Bicycle transportation Plan. Studies have shown that narrower travel lanes slow traffic.
127	Consideration should be given to utilizing a portion of traffic fine revenue for SRTS.
128	Maintain and increase alternative transportation options in the region, especially in underserved communities.
129	Update modal plans for bikeways, greenways, and transit networks with the Collector Street Plan to create overlapping and internally consistent plans for an interconnected multimodal network

Number	Policy
130	Prioritize high-quality bicycle infrastructure to, from, and within station areas and Focus Areas - consider bicycle and greenway network linkages to create direct routes to the stations and Focus Areas.
131	Improve pedestrian infrastructure in station areas and Focus Areas by prioritizing and targeting resources based on need, starting with current ADA project of inventory of current sidewalk infrastructure and with an equity lens.
132	Increase multi-family residential bike parking to 1 per 2 units (previously 4) based on recent experience with new development
133	It is recommended that Durham's street design standards be modified to require that bike lanes be built on those collectors that are specified by the plan.
Transit	
1	Transit service provider coordination with the Staff Working Group (SWG) to finalize cost assumptions for each service improvement
2	Program service improvements in Orange County's Annual Work Plan and financial model
3	Develop new route schedules and promote new services through typical agency protocols
4	Implement the new service and track performance; tweak service as needed to meet goals.
5	Locate additional public transit routes along current and future high-density development to serve denser areas, and BIPOC residents in collaboration with anti-displacement policies.
6	Assess needs and identify funding to expand free public transportation service to low- and moderate-income households, populations who cannot walk without assistance, those who work outside of traditional hours, the Northern Transition Area, and the Extraterritorial Jurisdiction (ETJ) transition area throughout the week, including weekends, by considering different passenger vehicle types.
7	Seek to increase funding from the Triangle Transportation Demand Management (TDM) Program, Triangle Transportation Choices, and partner with surrounding transit authorities.
8	Include multiple languages in public transit signage and wayfinding.
9	Continue collaboration with the NC Capital Area Metropolitan Planning Organization (CAMPO) through the Durham Chapel Hill Carrboro (DCHCMPO) to determine future regional uses for rail lines whose current uses will end in the near future.
10	Continue partnership with transit partners, the Town of Chapel Hill, and UNC to continuously improve public transit access, with a particular eye to moderate-income homeownership communities and developments with an affordability component
11	Encourage and support increasing ridership on public transit by enabling access for transit mode shifts from pedestrians, bicyclists, and drivers at public transit stops and stations.
12	Work with Chapel Hill Transit to develop longer-range plans for Bus Rapid Transit (BRT), improved connectivity, connections to regional transit services, park-and-ride facilities, and transit-supportive land use development such as pedestrian-friendly, high-density, and mixed use.
13	Adopt a micromobility policy that considers equitability, accessibility, and helps to address first-last mile efforts and includes guidance on bikeshare, electric bikes, and scooters.
14	Increase opportunities for alternatively fueled public transit, municipal, and private vehicles.
15	Increase utilization of affordable non-auto travel modes
16	Expand and enhance transit services, amenities and facilities
17	Maintain transit vehicles, facilities and amenities in the best operating condition.
18	Expand the availability and use of public transportation (including bus and rail) throughout the County to provide better connections between employment centers, shopping and service locations, and other key points of interest in both urban and rural areas, particularly for the County's senior and disabled populations and others without access to automobiles.
19	Evaluate and serve special transportation needs of the senior population, youth, the economically disadvantaged and the disabled, including both everyday needs and disaster transit provision.

Number	Policy
20	Promote public transportation, alternative modes of transportation, and Travel Demand Management (TDM) such as carpooling, vanpooling, park-and-ride participation.
21	Develop and improve public education and advertising campaigns of existing transit services and options.
22	Partner with Orange County Public Transportation and GoTriangle to advance transit and mobility options.
23	Investigate Additional Partnership Opportunities with UNC-Chapel Hill CHT and other regional agencies operating in underserved areas outside of the existing service area to ensure there are viable travel options for passengers.
24	Outreach and coordination with other agencies to develop integrated regional transit policies and services can improve transfer opportunities and regional accessibility.
25	The ability to have a commuter train station in the future should be preserved, preferably within the vicinity of the Efland village core near Mt. Willing Road or Efland-Cedar Grove Road Extension. A station could serve the existing Amtrak service or a station could be incorporated into the proposed Triangle commuter rail system.
26	Facilitate transit-oriented developments around the future train station project to better align with future densities and demand for public transportation.
27	Advocate for Amtrak train service to the future Hillsborough train station.
28	Coordinate with NCDOT, transit providers, railroad, and regional agencies on developing commuter rail options.
29	Make Investments Reliable and Predictable by removing constraints and account for multimodal benefits for rail transit funding
30	Revive rail transportation in Orange County and the Triangle region.
31	Service Simplification and Feeder Service
32	Enhanced Regional Coordination
33	Additional High Capacity Transit Corridors
34	Leverage Shared Transit Corridors
35	Maximize Demand Response Resources
36	Pursue Coordinated Fare Policy
37	CHT should also continue to retire old vehicles and purchase newer, more efficient vehicles as their capital budget allows.
38	CHT should continue to investigate opportunities for “payment-in-lieu,” transit improvement districts, or other methods designed to ensure new developments are paying their fair share to meet increased demand on the transit system.
39	CHT should evaluate the potential of establishing a transit improvement district or transportation benefit district as a mechanism for funding additional transportation improvements.
40	In order to continuously improve and maintain service performance, CHT should develop an ongoing strategy for identifying and analyzing impacts of new developments.
41	Monitor System Performance
42	Finance and Develop a BRT System
43	Maximize Demand Response Resources
44	Pursue Coordinated Fare Policy
45	Identify Funding to Meet Transit Demand Associated with New Developments
46	Operate a Mixed Vehicle Fleet
47	Investing in onboard integration for bikes in the form of front-loading bike racks with capacity for three bicycles or by allowing riders to carry their bikes onboard on higher capacity transit (such as future BRT and LRT systems).
48	Signs and maps along major bicycle and pedestrian routes that identify the locations of transit stops and improve visibility and accessibility of transit signage and wayfinding.
49	Implement newer interventions, such as transit islands, designed to enhance safety for all users.

Number	Policy
50	Enhancing First and Last-Mile Connections to Transit by focusing on intersection improvements in station areas will assist with safety and access for all residents.
51	Include parking minimum requirements for transit stations, transit stops, and park & rides
52	In addition to a policy of supporting access to rail intermodal service – at Greensboro via I-85 as well as Rocky Mount – the Triangle Region should seek to retain rail carload service.
53	Orange County should work cooperatively with Triangle Transit Authority (TTA) to provide bus service in the Efland-Mebane area.
54	Coordinate with GoRaleigh and Wake County on the development of Bus Rapid Transit (BRT) routes to ensure multimodal connectivity between the BRT and the Triangle Bikeway.
55	Coordinate with GoTriangle, GoRaleigh, WolfLine Transit, GoCary, GoDurham, Chapel Hill Transit on route and stop improvements to ensure multi-modal connectivity between transit and the Triangle Bikeway.
Freight	
1	Plan and support a freight transportation system that allows for the efficient movement of goods
2	Improve freight movement
3	Codification of truck route design standards to apply throughout the Strategic Freight Corridors (SFC) network.
4	The Triangle Region should conduct a comprehensive assessment of the conformance to standards of the full Strategic Freight Corridors (SFC) network, develop plans for improvements over time wherever practical, and execute improvements as facets of projects or as projects themselves.
5	Evaluation of tolling opportunities, with revenue tied to reinvestment in the Strategic Freight Corridors (SFC) system.
6	Annual assessments of safety on the Strategic Freight Corridors (SFC) system should be undertaken to recognize, diagnose and rectify developing hot spots, as truck and passenger traffic continue to grow.
7	Monitoring of bridge volumes and conditions.
8	The policy of the Triangle Region should be to ensure the adequacy of truck parking throughout its territory for the sake of safety and productivity.
10	The Triangle Region should evaluate all of its activity centers for hot spots affecting truck loading today and tomorrow – a topic where local truck lines and the Triangle RFSAC can offer insight and guidance – and should develop responses to its challenges.
11	The policy of the Triangle Region should be provision of effective signage on the Strategic Freight Corridors (SFC) system, and in freight clusters, Freight Oriented Development (FOD) opportunity areas, and activity centers.
12	The policy the Triangle Region should adopt is to prepare itself for automation in freight transportation, and the initial action it should take is to convene a Task Force to research and respond to the technology.
13	Foster development in multiple areas to support diverse points of access to the regional market. Given the market emphasis on fast, reliable delivery, the congestion that comes with growth and the difficulties it brings for long travel distances across the region, and the viability of smaller parcels, it makes sense to enable distribution from many points of the compass.
14	Support redevelopment in older freight clusters, especially those in close-in locations.
15	Encourage expansion of Compressed Natural Gas (CNG) fueling stations to protect air quality.
16	A key action the Triangle Region should take is to develop a series of small area plans for freight clusters and the Freight Oriented Development (FOD) opportunity areas (which include new and re-development in RTP).
17	The key policy for the Triangle Region should be advancement of improvements on access corridors to ports, which for most of them means I-40 south of Raleigh.
18	Adopt access management strategies along the corridors that serve the infill and adaptive reuse type Freight Oriented Development (FOD) areas.
19	Protect communities of concern from the freight-induced negative impacts through urban design, streetscape, and other design standards.
20	Encourage use of new technology or new vehicle types for reduced truck-related emissions, noise and safety and security incidents.

Number	Policy
21	For high-value freight clusters such as the RTP, monitor transportation system performance in real time and disseminate truck time reliability data to freight operators and recommend freight routing to maximize efficiency.
22	This plan will have a broad policy to build resiliency into the freight system.
Land Use	
1	Streets and Sidewalks, in particular the requirements related to street width, sidewalks, ROW width, shoulder width, and other design features.
2	Remove minimum vehicular parking requirements for residential development close to transit.* Lower vehicular parking requirements for all residential uses, including ADUs. Further reduce vehicular minimum parking standards for dedicated, long-term affordable housing units. Consider maximum parking ratios to reduce impervious surfaces and make more efficient use of land.
4	Develop a parking management pilot program with a focus on reducing parking minimums and opening up more land.
5	Overhaul the Unified Development Ordinance and Zoning Map to reflect current development trends and patterns to incorporate sustainability, environmental and climate best practices, economic resiliency measures, and equity in development and redevelopment as well as meet water and sewer system-wide needs.
6	Update the Future Land Use Map to simplify land use categories and express current preferred future land use and growth patterns
8	Provide consistent zoning designation of these Freight Oriented Development (FOD) areas across the joint DCHC and Capital Area MPO region.
9	Address size and density requirements for defining new Freight Oriented Development (FOD) areas.
10	Adopt special freight zoning districts for the future Freight Oriented Development (FOD) areas to guide freight-intensive industry growth allocations and to define freight priority areas and preserve the region’s industrial land base for long-term growth and competitiveness.
11	Coordinate land use patterns to facilitate the expanded use of nonauto modes of travel, the increased occupancy of automobiles, and the development and use of an energy-efficient transportation systems.
12	Identify prime viewsheds along major transportation corridors and other areas, and amend County land use ordinances to ensure longterm protection of viewsheds.
14	In order to protect community character while permitting appropriate growth, low impact non-residential uses such as offices should be encouraged. High traffic generating uses should not be allowed.
16	The number of curb cuts along Highway 70 should be minimized. Uses should be allowed only one curb cut on the Highway and/or be connected as part of the frontage road access management system. Additionally, opportunities for re-development and the re-combination of small lots should be identified and encouraged.
17	The corridor overlay plan should include a streetscape plan and design guidelines for new buildings and uses. The guidelines should encourage appropriate conversion of existing residential structures into commercial uses so that the feel of a residential corridor is preserved. The guidelines should also address signage standards to be applied to the corridor. The current eclectic, vernacular character of the area should be preserved and homogenous design should be discouraged.
18	The corridor overlay plan should balance commercial and residential uses. The Highway 70 corridor should not be permitted to become a predominantly commercial corridor.
19	The corridor overlay plan should address how to allow the expansion of existing appropriate commercial uses that are not in conformance with current zoning regulations (“nonconforming uses”).
20	New or redeveloping non-residential uses should utilize existing housing stock and/or build at a scale and character that complements the existing architecture.
21	Non-residential uses in the Highway 70 corridor should be encouraged first at the following intersections: Buckhorn Road, Frazier Road, Richmond Road, and Efland-Cedar Grove Road. Community scale uses would be appropriate at these intersections.
22	Increase countywide access for emergency vehicles, including ways to improve response times, both for existing and new developments.

Number	Policy
23	Direct development to higher density mixed-use districts along transit corridors and make necessary multi-modal transportation improvements to service lands that are slated for future intense development, such as Economic Development Districts.
24	A Buckhorn Road Access Management Plan should be explored.
25	Update the Future Land Use Plan to simplify land use categories and express current preferred future land use and growth patterns.
26	Adopt an annexation policy that ensures future growth and development align with preferred growth and development patterns.
27	Continue to monitor and track the distribution of commercial and residential development to ensure a balance of land uses in accordance with the Future Land Use Plan (Table 4.1)
28	Evaluate development opportunities for town-owned property in accordance with preferred land use and growth patterns.
29	Update the sidewalk ordinance and payment in lieu system to include requirements for sidewalks, crosswalks, and ADA compliant ramps on new streets (public and private) (Unified Development Ordinance).
30	Update the sidewalk ordinance to prohibit barriers to connectivity and accessibility and incorporate universal design standards for new sidewalks, shared-use paths, and greenways (Unified Development Ordinance).
31	Update the town's parking requirements for simplicity and flexibility based on outcomes of the recommended parking study (Unified Development Ordinance).
32	Update street standards to incorporate roadway, sidewalk, shared-use path, greenway, utilities, and right-of-way design treatments as detailed in this plan (Unified Development Ordinance).
33	Adopt regulations that require developers to include an integrated traffic impact study and transportation demand management program for development and redevelopment projects to evaluate and address the multimodal transportation impacts of the development.
34	Adopt regulations that require developers to incorporate bicycle and pedestrian connectivity and amenities into development projects (Unified Development Ordinance).
35	Adopt regulations that require developments to be accessible by multiple modes, including transit and microtransit (Unified Development Ordinance).
37	Develop and adopt electric vehicle requirements for developments (Unified Development Ordinance).
38	Offer incentives for electric vehicle charging infrastructure in developments (Unified Development Ordinance).
39	Update regulations and street standards to incorporate the recommended Complete Streets policies (Unified Development Ordinance).
40	Develop structured parking standards (Unified Development Ordinance).
41	Develop green design standards and incentives for parking facilities (Unified Development Ordinance).
42	Provide clear enforcement of the regulations in the Code of Ordinances related to the safety of roadways, parking areas, sidewalks, and rights of way.
44	In order to increase connectivity for non-motorized transportation, the LUMO should be amended to include a requirement for short ped/bike connections between cul-de-sacs and streets with limited connectivity.
45	Protect rail freight corridors from encroachment by incompatible land uses.
46	Discourage new housing developments in close proximity to the FOD areas to reduce negative neighborhood impacts.
47	Adopt zoning ordinances to preserve the industrial sites that have existing rail access or good access to trade routes or distribution routes.
48	Numeric or Quantitative Standards for Block and Connection Dimensions
49	The LUMO's detailed standards for parking lot design could be revised to include design standards for aligning and 'upgrading' drive aisles of parking lots for more functional public streets.
50	The Town of Chapel Hill should consider setting specific connectivity targets or requirements for the Plan's Focus Areas. The connections illustrated in these Focus Areas seem to provide parallel streets to major thoroughfares (which could be codified as maximum block depth along corridors before

Number	Policy
	parallel streets are provided) or regularly-spaced cross streets (which could be codified as a limitation on driveway cuts on between public street intersections on main thoroughfares).
51	The Town should consider updating the LUMO to define design standards for trail and greenway connections as part of subdivisions and new development.
52	LUMO may be revised to speak more directly to functional classification of streets, or at least the practical function of streets internal to subdivisions and developments to give an overall priority to where stubout connections should be made.
53	The Town of Chapel Hill may consider incentives, bonuses, and approaches to encourage use of stubouts to accommodate modes at the most practical streets (streets with vertical and horizontal curves that are easier for transit operations and bicycle and pedestrian facilities).
54	LUMO should also set specific criteria where connectivity is expected. This includes more clearly defining the acceptable parameters for narrowing streets between subdivisions or changing the character of streets when connections are made.
56	The Town of Chapel Hill may consider overlay districts or other special district provisions to set connectivity requirements.
57	The Code or other official documents used for street and utility design with subdivisions should more clearly identify different opportunities when streets (in conventional) public right-of-way should be used to make connections, or when other treatments (such as easements) would be acceptable as alternatives. Specific conditions or eligibility criteria should be identified for each.
58	Require that new developments reserve right-of-way for, and in some cases construct, future collector streets
59	Consider adopting the street spacing guidelines to promote efficient development of an expanding transportation system.
60	The City of Durham and Town of Chapel Hill should continue subdivision ordinances to require that sidewalks be built on both sides of all new residential and commercial collector streets.
61	Coordinate with jurisdictions along project corridor to ensure that land use policies and ordinances encourage and/or require bicycle and pedestrian facilities, amenities, and connections between planned developments and the Triangle Bikeway.
62	Explore and implement land use practices to support EV charging to reduce greenhouse gas emissions.
Other	
1	Access renewable energy generation potential for solar photovoltaics and wind energy projects and explore the feasibility of energy storage systems on town-owned properties and identify priority sites for planning and implementation
2	Transition the town's vehicle fleet to zero emission alternatives on a schedule consistent with vehicle lifecycles and market availability. Advance the schedule of this transition as feasible
3	Work with regional partners to expand the number of EV charging stations in the town to support EV readiness and encourage widespread adoption.
4	Continue to coordinate at a regional level on the Electric Vehicle Supply Equipment Location Suitability Analysis
5	Plan for multi-level electric vehicle (EV) and bicycle charging stations.
6	Monitor Improvements to Electric Vehicle Technology
7	The potential for integrating electric vehicles into the fleet or investing in solar technology should continue to be investigated; however, a careful analysis of the risks, benefits, and opportunities of investing in electric vehicles or solar facilities should be taken before committing resources.
8	The regional travel demand model could build the capability to show the impacts of incidents and the subsequent mitigation of those impacts through infrastructure and operational improvements.
9	The MPO should support programs that reduce crashes, freight mishaps and chemical spills, and policies that encourage the construction of an infrastructure that is resilient to the increasingly frequent and violent weather events.
10	Enable More Cost-Effective Critical Corridor Investments by relaxing the cap on statewide tier funding within a corridor
11	Allow people and goods to move with minimal congestion and time delay, and greater predictability.
12	Implement and enhance Intelligent Transportation System (ITS) infrastructure-related technologies such as ramp metering, dynamic signal phasing and vehicle detection systems to enhance vehicular safety and communication.

Number	Policy
13	Promote public health through transportation choices
14	Increase safety of travelers and residents
15	Target funding to the most cost-effective solutions
16	Identify job centers and commercial hubs and conduct a racial equity impact analysis on current transportation options to these locations, prioritize transportation projects that fill in service gaps.
17	Prioritize inclusion of persons with disabilities to inform accessibility needs in transportation infrastructure and service design
18	Prioritize public projects that support preferred growth and development patterns and goals.
19	Research parking management best practices and conduct outreach to business owners, residents, & visitors to understand parking concerns.
20	Use innovative techniques to increase mobility and reduce rush hour congestion.
21	Identify opportunities to collaborate regionally on initiatives and plans that will help to accomplish smart growth in the Triangle area.
22	Implement Transportation Demand Management (TDM) policies and pursue paid parking as a demand management strategy.
23	Participate in partnerships and programs that contribute to meeting identified transportation and connectivity needs in town.
24	Coordinate with NCDOT on all relevant transportation projects.
25	Participate in transportation planning efforts at the county and regional level.
26	Ensure that strategies for aging in place are included in local transportation policies.
27	Allocate annual dedicated funding to connectivity projects.
28	Include an equity analysis and performance-based planning of future projects, which will assess the benefits and burdens of future transportation/infrastructure investment.
29	Adopt regulations that contribute to meeting identified transportation and connectivity needs in town.
30	Invest in public projects that contribute to meeting transportation and connectivity needs in town.



Appendix VI

Public Engagement Report

Transportation Multimodal Plan - Public Engagement Summary

Introduction

In April 2024, the Orange County Transportation Multimodal Plan (TMP) study team lead a public engagement campaign to gather community input on multimodal improvements. The team used various methods of outreach to inform residents and stakeholders about the plan and encourage participation in the study survey — the primary tool for collecting public feedback. Two public open house meetings allowed the community to review multimodal improvements, engage one-on-one with study team members, and provide feedback in person. This document outlines the public engagement tactics used and summarizes public input received from the study survey.

Promotional Materials & Outreach

The study team utilized a variety of promotional tools and outreach strategies to inform the public about the study, promote the survey, and garner participation for public meetings. Both print and digital means were necessary to promote the study to the public who use the corridor frequently and to the public who may receive information mostly from digital sources. These tools included a study specific webpage, social media, an e-blast, and a press release. A copy of the promotional materials can be found in Appendix A.

Website

The study webpage, hosted on Orange County’s website at www.orangecountync.gov/3349/Transportation-Multimodal-Plan, houses a study overview and serves to provide project updates, contact information, and publicize engagement opportunities. The webpage also includes a link to the study survey and facilitates access to past transportation projects through its location on the County website.

Orange County used its social media accounts on Facebook, Instagram, X (Twitter), and LinkedIn to share two posts about the plan and its public engagement opportunities. The posted content included a study announcement, reminders for each public meeting, and a call to participate in the survey before it closed.

Public Open House Meeting

Public meetings were a key component of the engagement plan. Orange County held two open house style workshops, the first on Tuesday, April 23 at Whitted Building in Hillsborough, and the second on Thursday, April 25 at Southern Human Services Building in Hillsborough. Members of the community were invited to stop by and view display boards that presented the multimodal improvements and speak with study team members who were available to explain the plans, answer questions, and collect public input. The open house format of these meetings allowed participants to review the information at their own pace. When they arrived, attendees were asked to sign in, provide their contact information, and were encouraged to take the online study survey. Four participants attended the first meeting, and two attended the second.

There were five display boards exhibited at each public meeting; the boards are shown as figures 16 through 22 in Appendix B. Participants were greeted with an introduction board by the check-in table which explained the TMP, its context, and presented a QR code for the online survey. The second board displayed a map of roadway projects, including congestion/mobility improvements, new developments, and other improvements. The third board showed a map of bicycle and pedestrian projects with new routes for bicycle paths, sidewalks, multi-use paths, and bicycle and pedestrian bridges. The fourth board presented a map of transit and rail projects that included fixed guideways, fixed bus corridors,



Figure 1. Welcome station at the first public meeting



Figure 2. Residents reviewing recommendation maps

Amtrak stations, and park and ride lots.

The fifth and final board offered an engagement activity that asked participants how they would allocate \$100 of funding to transportation. The engagement board contained three boxes that represented roadway, pedestrian and bicycle, and transit and rail improvement projects. Attendees were given ten stickers with a hypothetical value of \$10 each and were asked to distribute their stickers among the three categories however they wished. This activity emulated questions from the online survey and allowed the study team to capture additional data about which areas of improvement the community valued most. Figure 3 below shows

the activity board and its results. During the first meeting there were four participants, two of whom completed the sticker activity. Bicycle and pedestrian projects received the most support, with \$100, followed by roadway projects at \$60, and transit and rail projects at \$40. One participant added an additional sticky note comment that read “NC complete streets is highway biased but allows DOT to help pay for bike/ped”.

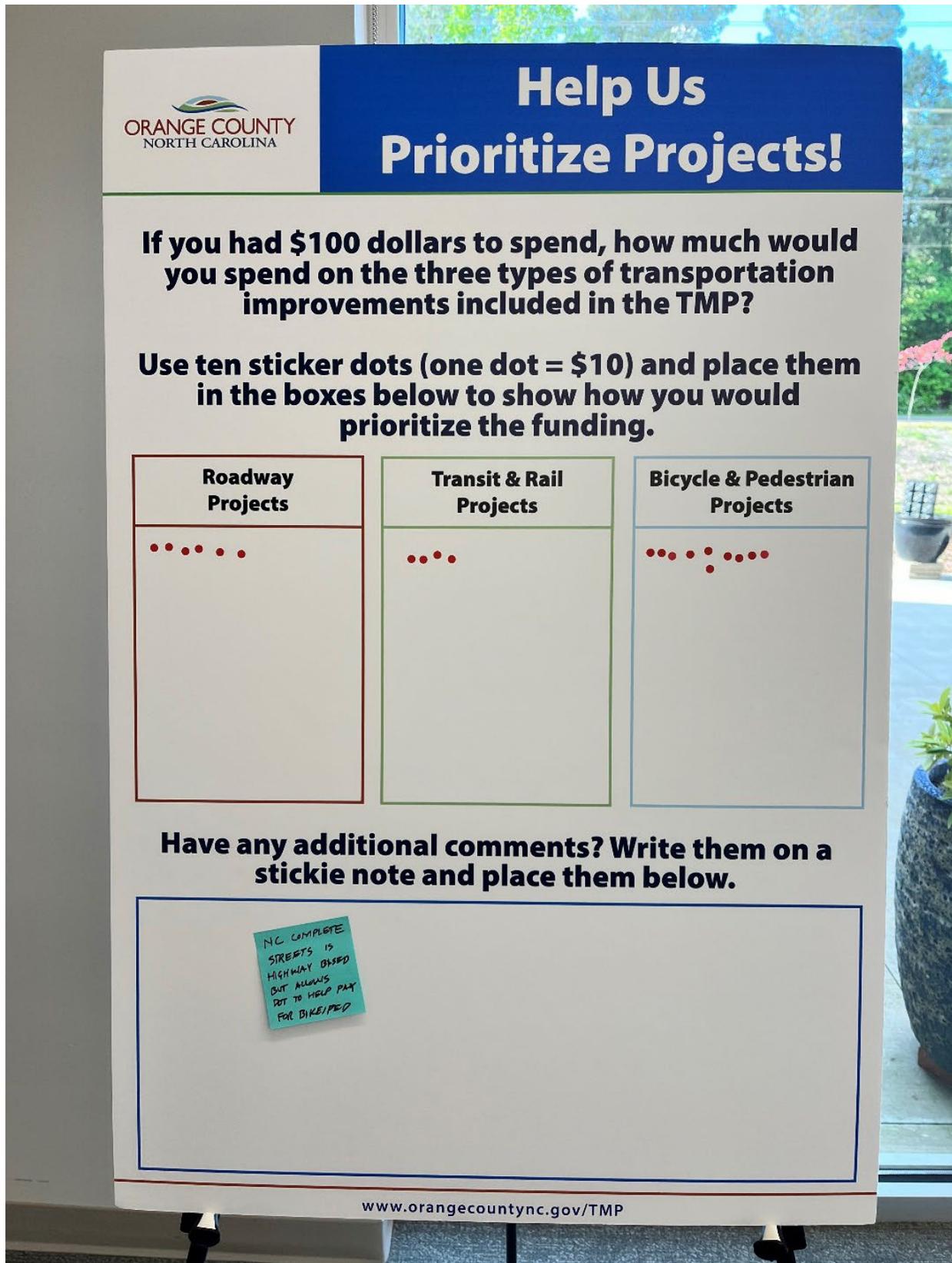


Figure 3. Prioritization activity public meeting board

Survey Results & Public Input

The online survey was the primary tool for collecting feedback on community priorities and goals about multimodal improvements. The survey period ran from April 9 to May 3, 2024. The survey included four sections: prioritization of all transportation modes, questions about specific modes, a section for open comment, and optional demographic questions. The survey captured 101 participants and 48 open comments.

Prioritization of All Transportation Modes

The survey's first section asked participants how they would allocate funding to highway, bicycle and pedestrian, and transit and rail improvement projects if they had \$100 to spend. Participants were able to distribute the sum however they chose among the three categories of multimodal improvements. 99 participants completed this activity.

- Bicycle and pedestrian improvements received the most hypothetical funding with \$3,717.
- Transit and rail improvements received the second most at \$3,550.
- Roadway improvements received the least at \$2,633.

Questions About Specific Modes

The second section of the survey sought to understand what the community's top priorities are within each of the three categories of transportation improvement projects. Participants were asked to select their top priorities in each category from a list of proposed improvements.

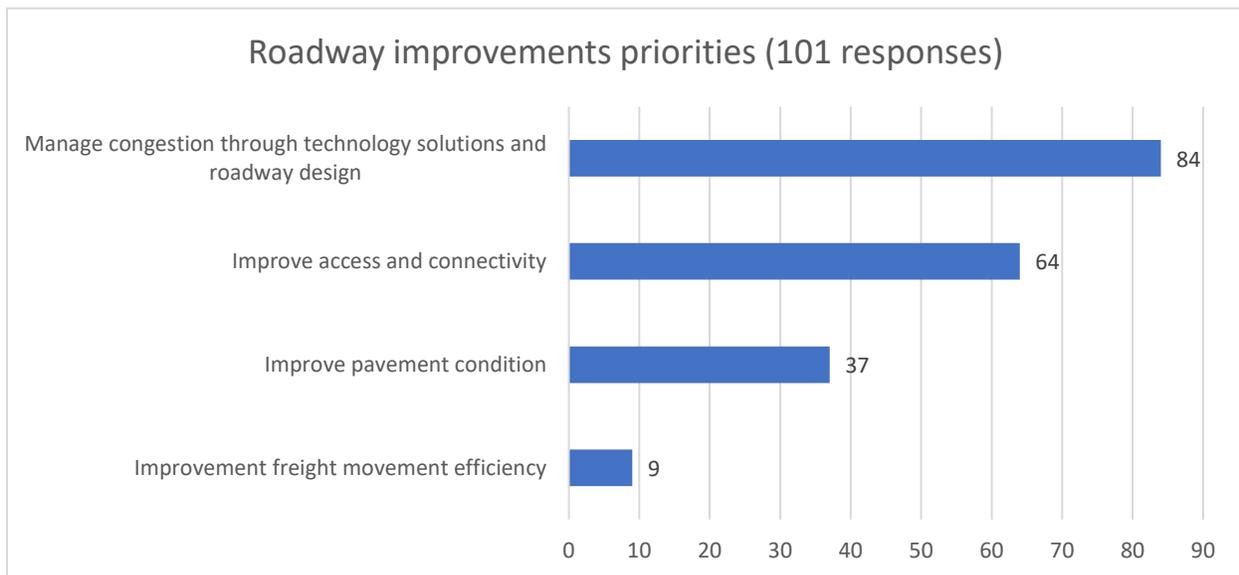


Figure 4. Roadway improvements priorities

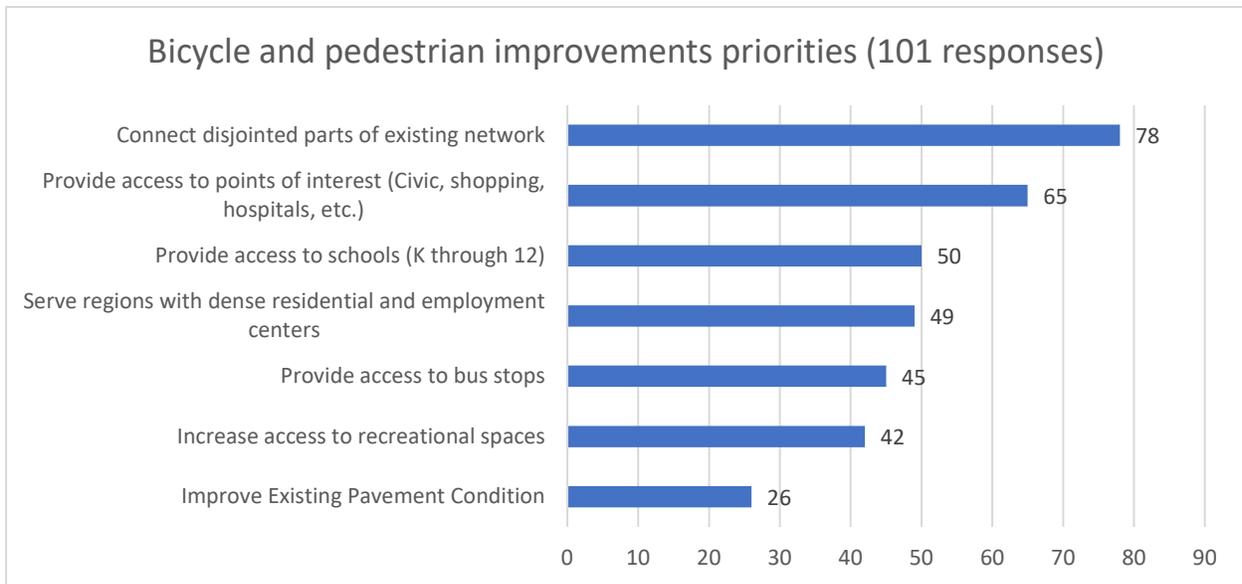


Figure 5. Bicycle and pedestrian improvement priorities

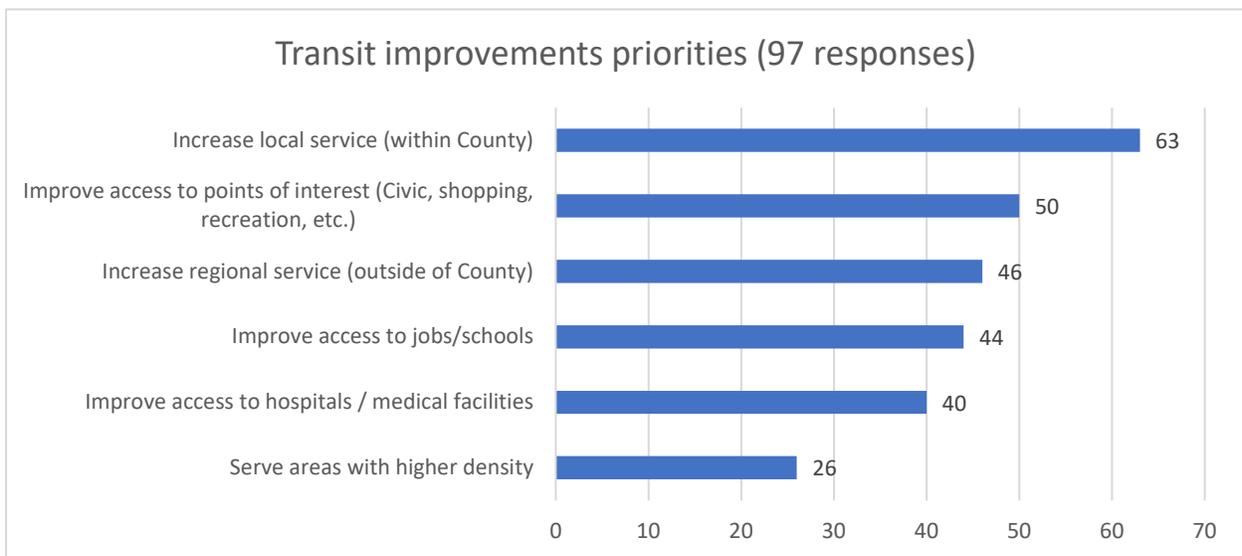


Figure 6. Transit improvements priorities

Open Comment

The third section asked participants to share any other comments or questions about how projects should be prioritized. There were 48 written comments submitted. Responses were assigned themes based on what the comment focused on, with six main theme groups identified. Most comments were assigned to multiple theme groups. Several theme groups incorporate subgroups to enhance data visualization; these are described below. The comments can be read in Appendix C.

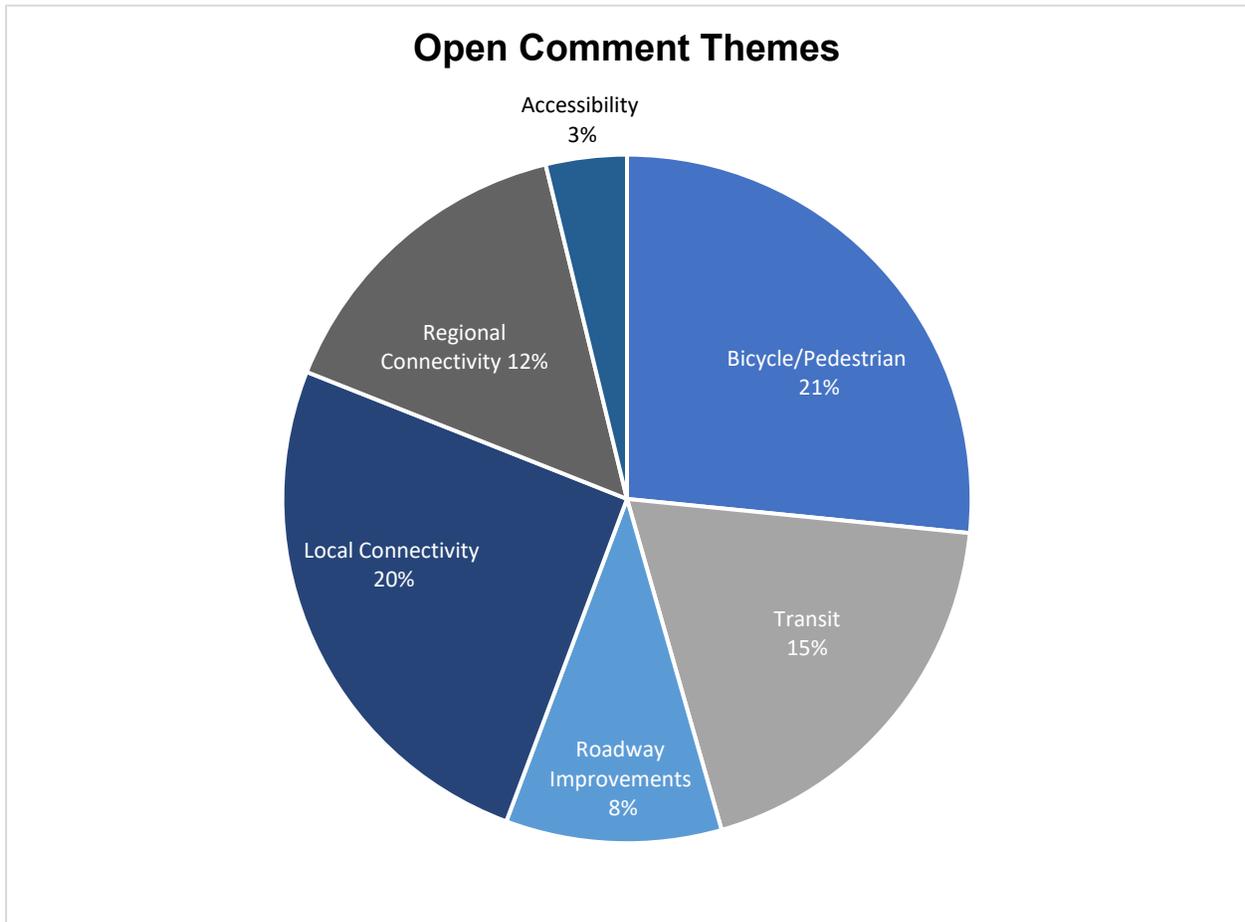


Figure 7. Open comment themes

Bicycle & Pedestrian: Comments that mention bicycle and/or pedestrian paths and facilities. Most comments specify a need for improved or additional bicycle and pedestrian paths, with a majority emphasizing safety as a top priority. Responses in this category identified a need for connecting disjointed parts of the existing bicycle/pedestrian network and improving access to points of interest, particularly in under-served areas.

- **Against Bicycle:** Two comments opposed bicycle lanes in rural areas and busier country access roads.

Transit: Comments mentioning transit-related improvements such as expanded bus routes and stops, enhanced local and regional transit connectivity, and a desire for new modes of transportation like light rail, bus rapid transit (BRT), and rideshare.

- **Against Transit:** Three comments opposed transit. Two commenters suggested that busses and trains are not a worthwhile investment for the county due to low ridership, and one declared that they didn't want a bus line in their neighborhood.

Roadway Improvements: Statements pertaining to roadway design and traffic management. An example is "Widen two lane roads that have become major commuting arteries. Housing developments continue

Public Engagement Summary

to be established with no corresponding improvements in local, two-lane roads.” One comment opposed any new road capacity.

Local Connectivity: Comments that support bolstering and expanding the transportation network within Orange County. Central themes in this category highlight a communal desire for safer bicycle and pedestrian paths, new sidewalks, and expanded service routes for public transit, with a focus on connecting people to points of interest, schools and jobs, and linking disjointed parts of the network.

Regional Connectivity: Comments that support expansion of regional transit services to areas outside of Orange County. All comments in this category include interest in transit that connects Orange County to the Research Triangle, with several also showing interest in connectivity with adjacent counties, such as Chatham County.

Accessibility: Comments mentioning a need for improved accessibility for seniors and people with disabilities. An example of such is “You should be making it easier for seniors and disabled to access necessary services.”

Optional Demographic Questions

The end of the survey included optional demographic questions to help the study team understand the survey participants. Figures 4-10 show the results of those demographic questions.

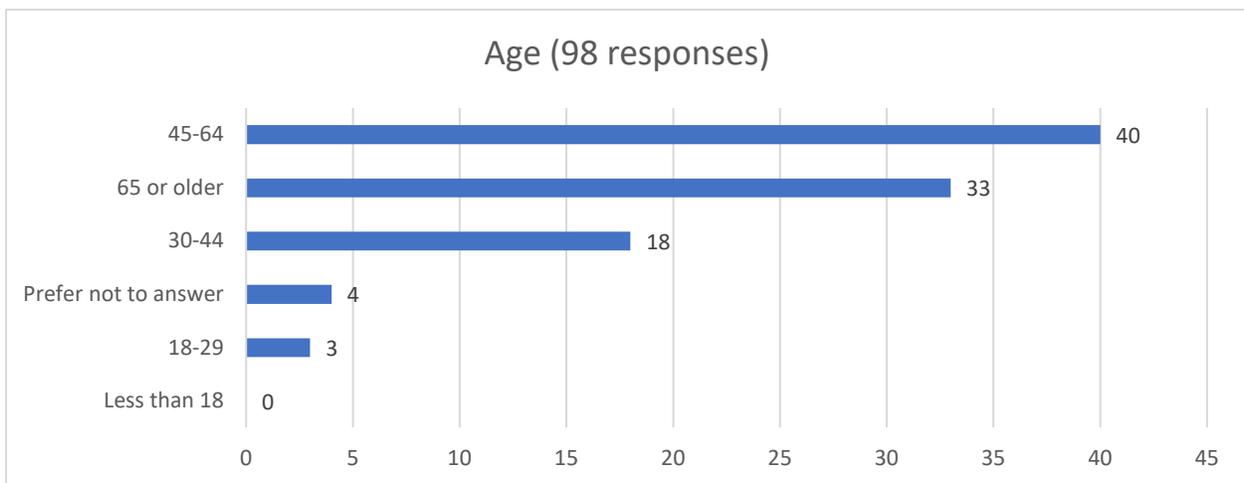


Figure 8. Age

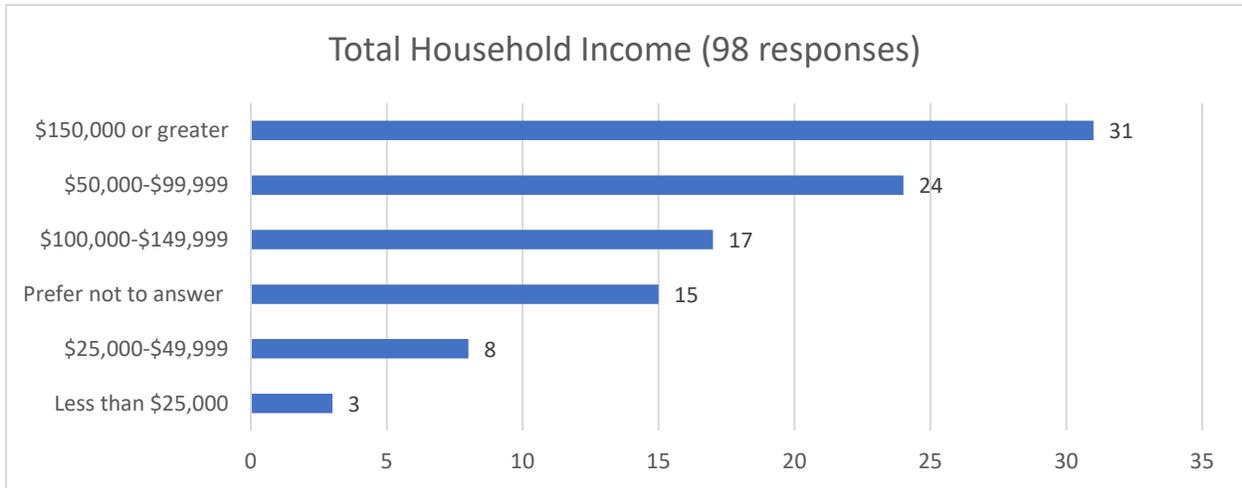


Figure 9. Total household income

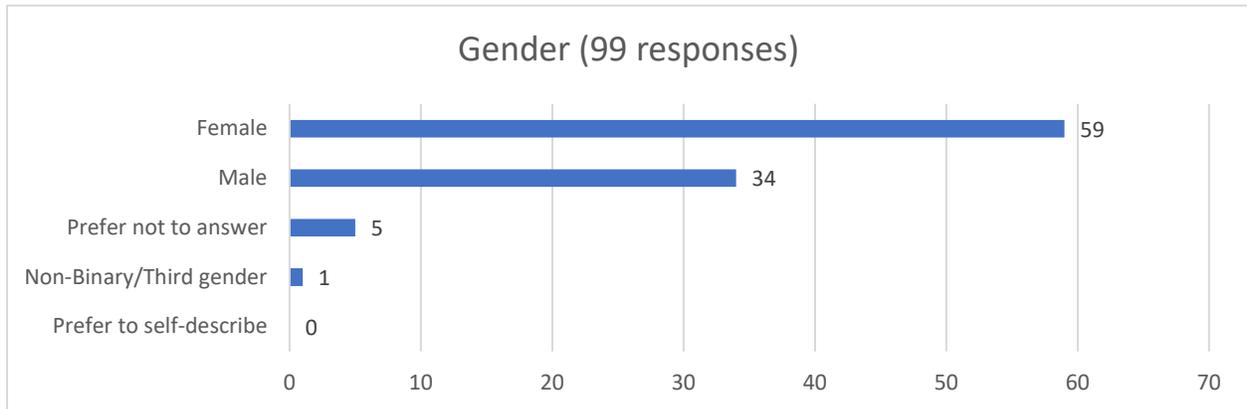


Figure 10. Gender

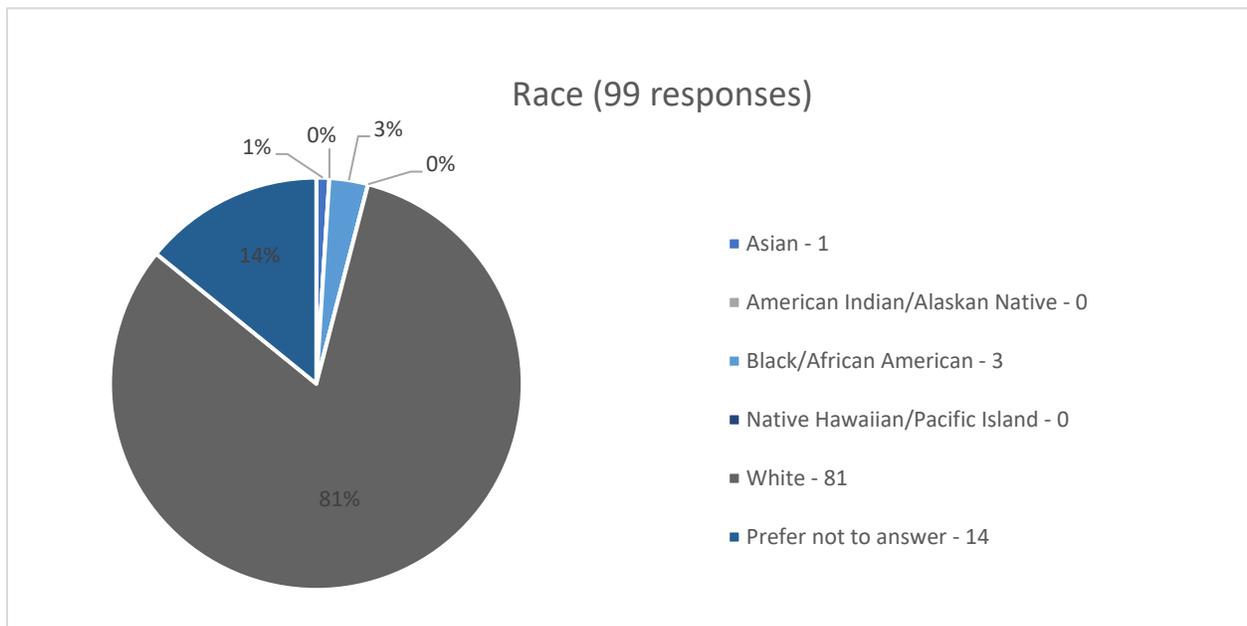


Figure 11. Race

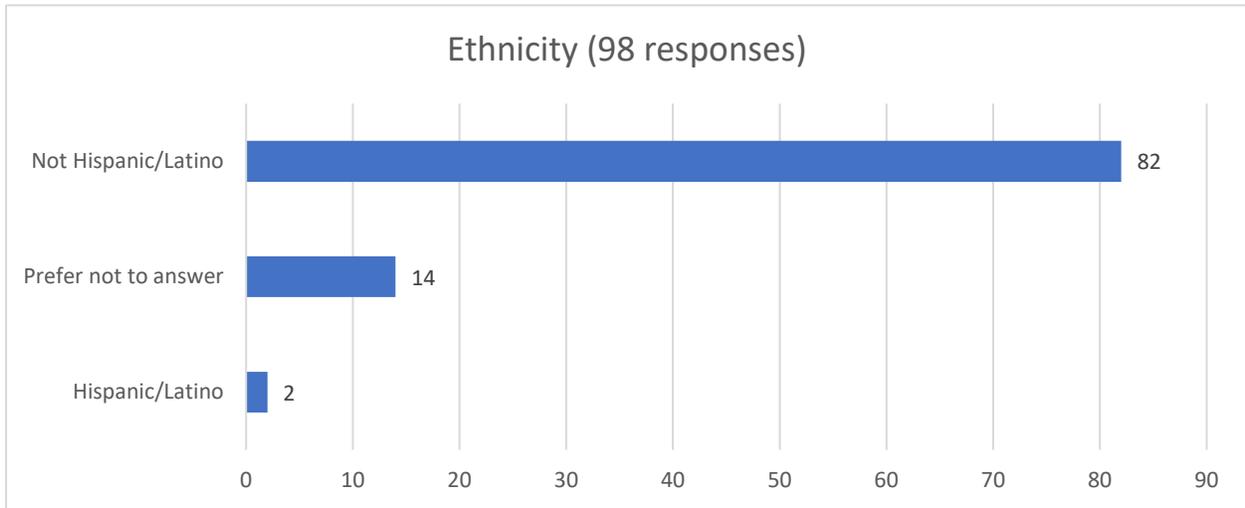


Figure 12. Ethnicity

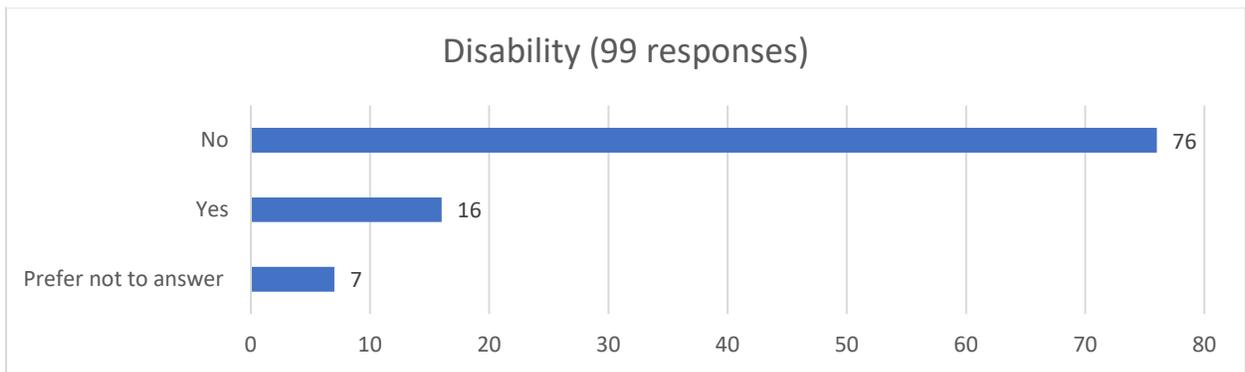


Figure 13. Disability

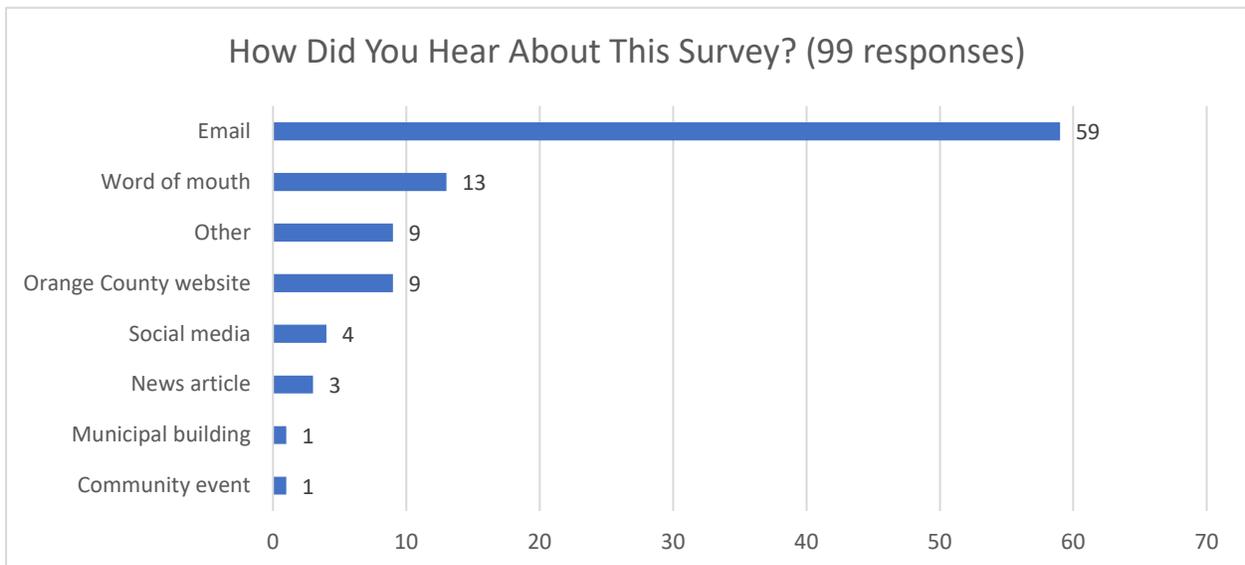


Figure 14. How participants discovered the survey

Appendix A. Promotional Materials

Press Release

Nishith Trivedi
Orange County Transportation Services
(919) 245-2007
ntrivedi@orangecountync.gov

FOR IMMEDIATE RELEASE

ORANGE COUNTY REQUESTS INPUT ON TRANSPORTATION MULTIMODAL PLAN

Orange County, N.C. Orange County announces the launch of its Transportation Multimodal Plan (TMP), a comprehensive initiative aimed at addressing the diverse transportation needs of the community. Consolidating over 30 plans and ordinances from various transportation agencies operating within the county, the TMP presents a unified platform to strategize and prioritize transportation projects effectively.

What is the Transportation Multimodal Plan?

The Orange County Transportation Multimodal Plan (TMP) is a visionary framework integrating various transportation modes to establish a cohesive and interconnected system. By pooling together recommendations and regulations from multiple entities, the TMP offers a countywide perspective on transportation initiatives. This plan identifies gaps within Orange County's unincorporated areas and proposes strategies to ensure equitable access to transportation resources for all communities.

Key Objectives of the TMP

- Consolidate all the recommendations from the adopted transportation plans
- Develop a method for prioritizing transportation projects based on factors such as cost, impacts, needs, and benefits.
- Create an action plan outlining steps for the implementation of prioritized projects.

Project Area and Stakeholders

The project area encompasses all of Orange County's unincorporated areas and involves collaboration with several transportation agencies, including:

- Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO)
- Burlington-Graham Metropolitan Planning Organization (BGMPO)
- Triangle Area Regional Planning Organization (TARPO)
- North Carolina Department of Transportation (NCDOT) Division 7 and Region D
- City of Mebane
- Town of Hillsborough
- Town of Carrboro
- Town of Chapel Hill

Community Engagement

Orange County emphasizes the importance of community involvement in shaping the TMP. Residents, businesses, and stakeholders are encouraged to participate in the planning process by providing feedback and attending public meetings. To facilitate engagement, two identical in-person public workshops will be held on:

- Tuesday, April 23rd, from 4:00 – 7:00 pm at Whitted Building Main Conference Room, 300 W Tryon Street Hillsborough, NC 27278
- Thursday, April 25th, from 4:00 – 7:00 pm at North Campus - Multipurpose and Board Room, 1020 US 70, Hillsborough, NC 27278

Can't Attend In Person? An online version of the survey is available until May 3, accessible through <https://www.surveyhero.com/c/OrangeCtyTMP>.

For inquiries or further information about the Transportation Multimodal Plan, please contact Nishith Trivedi, Orange County Transportation Services Director, at ntrivedi@orangecountync.gov.

Join us in shaping the future of transportation in Orange County!

###

E-Blast Content

Email Subject Line: Provide Input on the Orange County Transportation Multimodal Plan

Email Body: Orange County is excited to invite you to participate in shaping the future of transportation in our community! We're launching our Transportation Multimodal Plan (TMP), a comprehensive initiative to address diverse transportation needs across Orange County.

What is the TMP?

The TMP integrates various transportation modes to create a cohesive and interconnected system, consolidating over 30 plans and ordinances from multiple agencies. It identifies gaps in unincorporated areas and proposes strategies for equitable access to transportation resources.

Get Involved:

Join us at one of our two identical in-person public workshops:

- Tuesday, April 23rd, from 4:00 – 7:00 pm at Whitted Building Main Conference Room, 300 W Tryon Street Hillsborough, NC 27278
- Thursday, April 25th, 4:00 – 7:00 pm, North Campus - Multipurpose and Board Room, 1020 US 70, Hillsborough, NC 27278

Can't make it in person? Share your input through the online version of the survey until May 3 [Insert Link Here].

For more details, contact Nishith Trivedi, Orange County Transportation Services Director, at ntrivedi@orangecountync.gov.

Join us in shaping Orange County's transportation future!

Social Media Content

Give Us Your Input!

Orange County will host in-person workshops on the Orange County Transportation Multimodal Plan.

Share your thoughts and ideas about the future of public transportation in the unincorporated areas of the county.

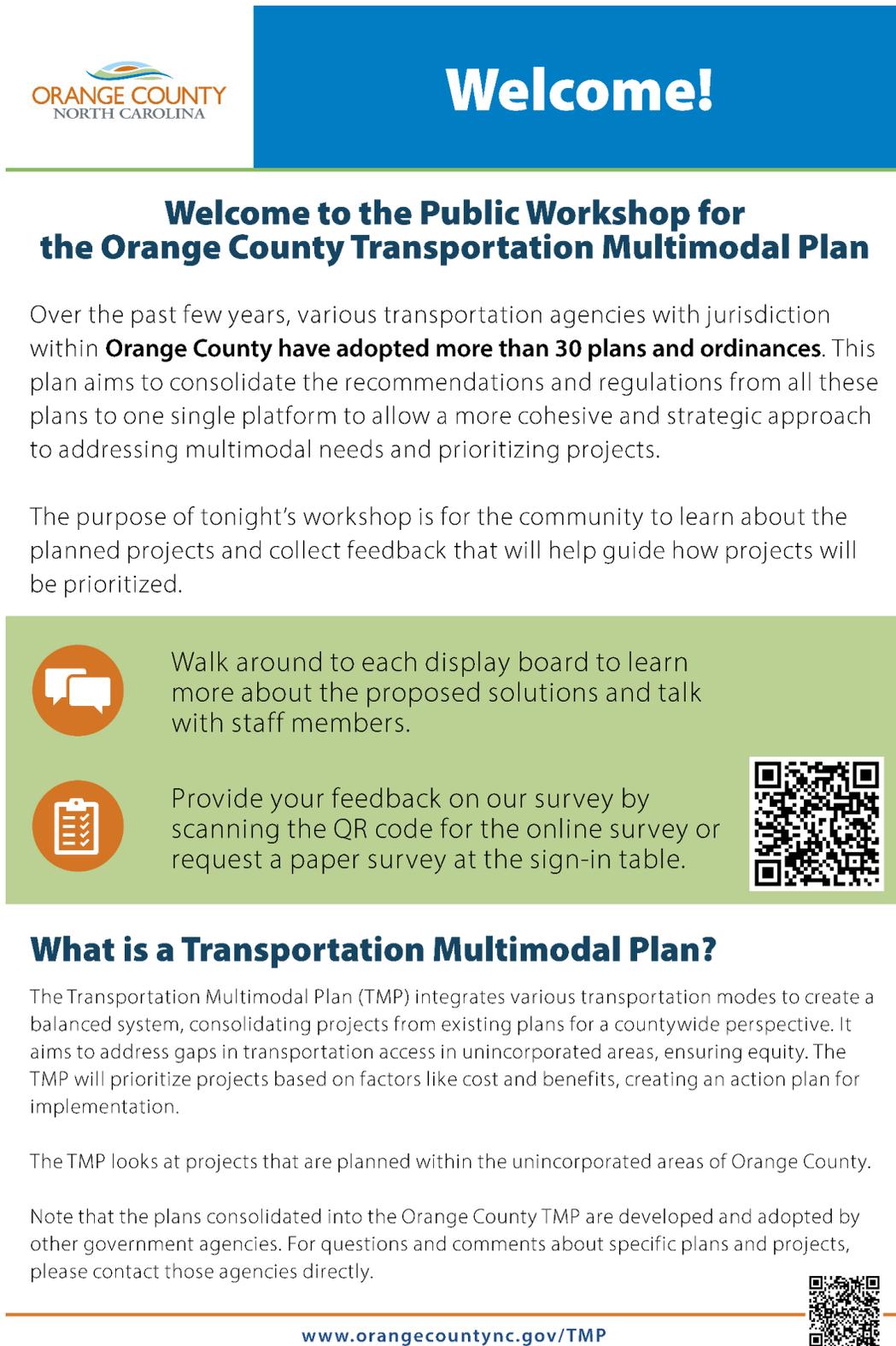
LOCATION	DATE & TIME
WHITTED BUILDING – DONNA S. BAKER MEETING ROOM 300 W Tryon Street Hillsborough, NC	Tuesday, April 23 4-7pm
BONNIE B. DAVIS AGRICULTURAL CENTER 1020 US 70, Hillsborough, NC	Thursday, April 25 4-7pm

Learn more at orangecountync.gov/TMP

Figure 15. Social media graphic

Date	Content
April 15 & April 22	Orange County wants to hear your thoughts on the future of transportation in unincorporated areas of the county. Attend in-person workshops on April 24 or April 25 to weigh in on the Orange County Transportation Multimodal Plan. www.orangecountync.gov/tmp
April 22	Orange County wants to hear your thoughts on the future of transportation in unincorporated areas of the county. Attend in-person workshops on April 24 or April 25 to weigh in on the Orange County Transportation Multimodal Plan. www.orangecountync.gov/tmp You can take the online version of the survey now until May 3: https://www.surveyhero.com/c/OrangeCtyTMP

Appendix B. Public Meeting Materials



The graphic is a public meeting board with a blue header and a green body. The header contains the Orange County North Carolina logo and the word "Welcome!". The body contains a title, two paragraphs of text, two action items with icons, a QR code, a section header, two paragraphs of text, and another QR code.

ORANGE COUNTY
NORTH CAROLINA

Welcome!

Welcome to the Public Workshop for the Orange County Transportation Multimodal Plan

Over the past few years, various transportation agencies with jurisdiction within **Orange County have adopted more than 30 plans and ordinances.** This plan aims to consolidate the recommendations and regulations from all these plans to one single platform to allow a more cohesive and strategic approach to addressing multimodal needs and prioritizing projects.

The purpose of tonight’s workshop is for the community to learn about the planned projects and collect feedback that will help guide how projects will be prioritized.

-  Walk around to each display board to learn more about the proposed solutions and talk with staff members.
-  Provide your feedback on our survey by scanning the QR code for the online survey or request a paper survey at the sign-in table.



What is a Transportation Multimodal Plan?

The Transportation Multimodal Plan (TMP) integrates various transportation modes to create a balanced system, consolidating projects from existing plans for a countywide perspective. It aims to address gaps in transportation access in unincorporated areas, ensuring equity. The TMP will prioritize projects based on factors like cost and benefits, creating an action plan for implementation.

The TMP looks at projects that are planned within the unincorporated areas of Orange County.

Note that the plans consolidated into the Orange County TMP are developed and adopted by other government agencies. For questions and comments about specific plans and projects, please contact those agencies directly.



www.orangecountync.gov/TMP

Figure 16. Welcome public meeting board



Roadway Projects

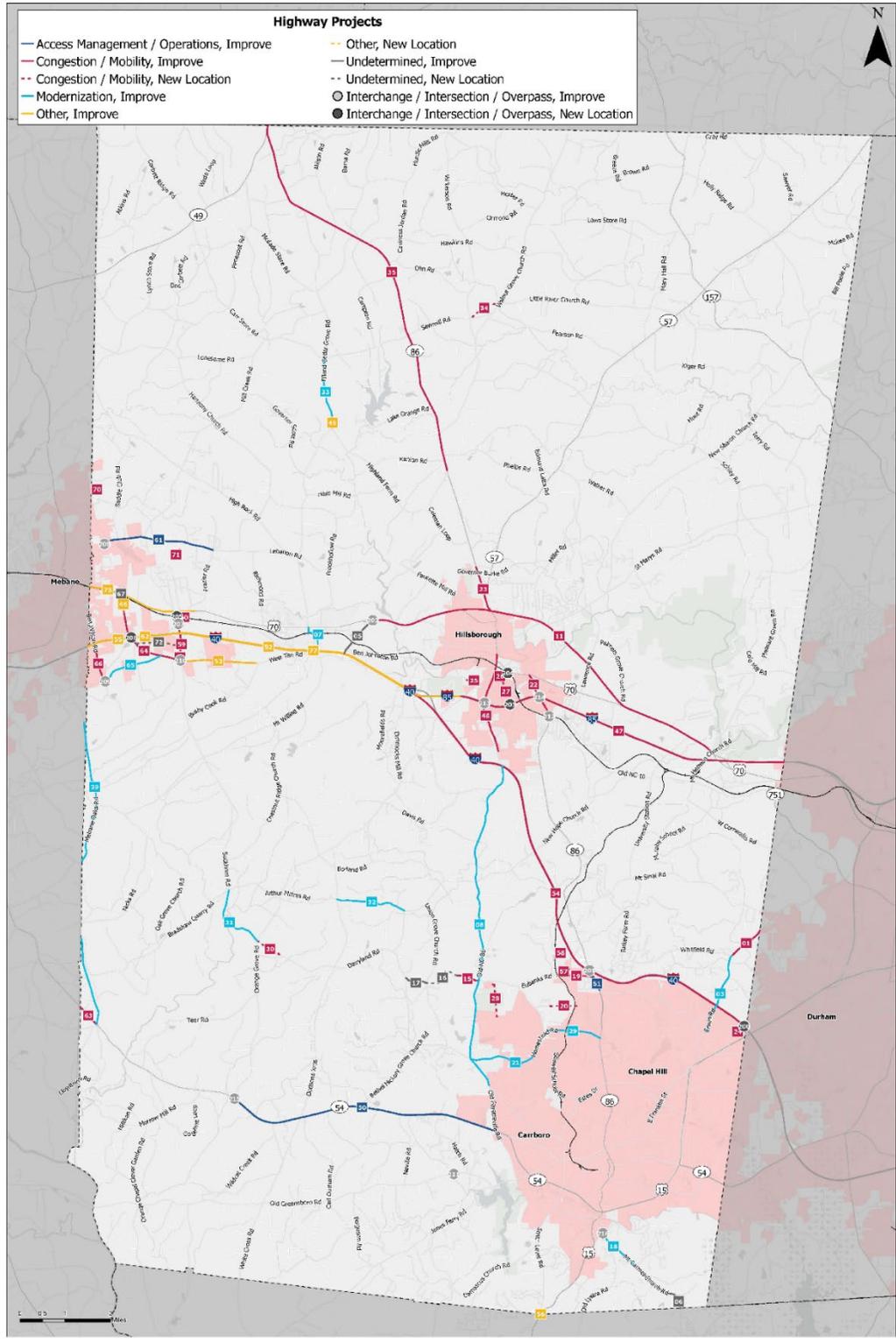


Figure 17. Roadway projects public meeting board



Bicycle & Pedestrian Projects

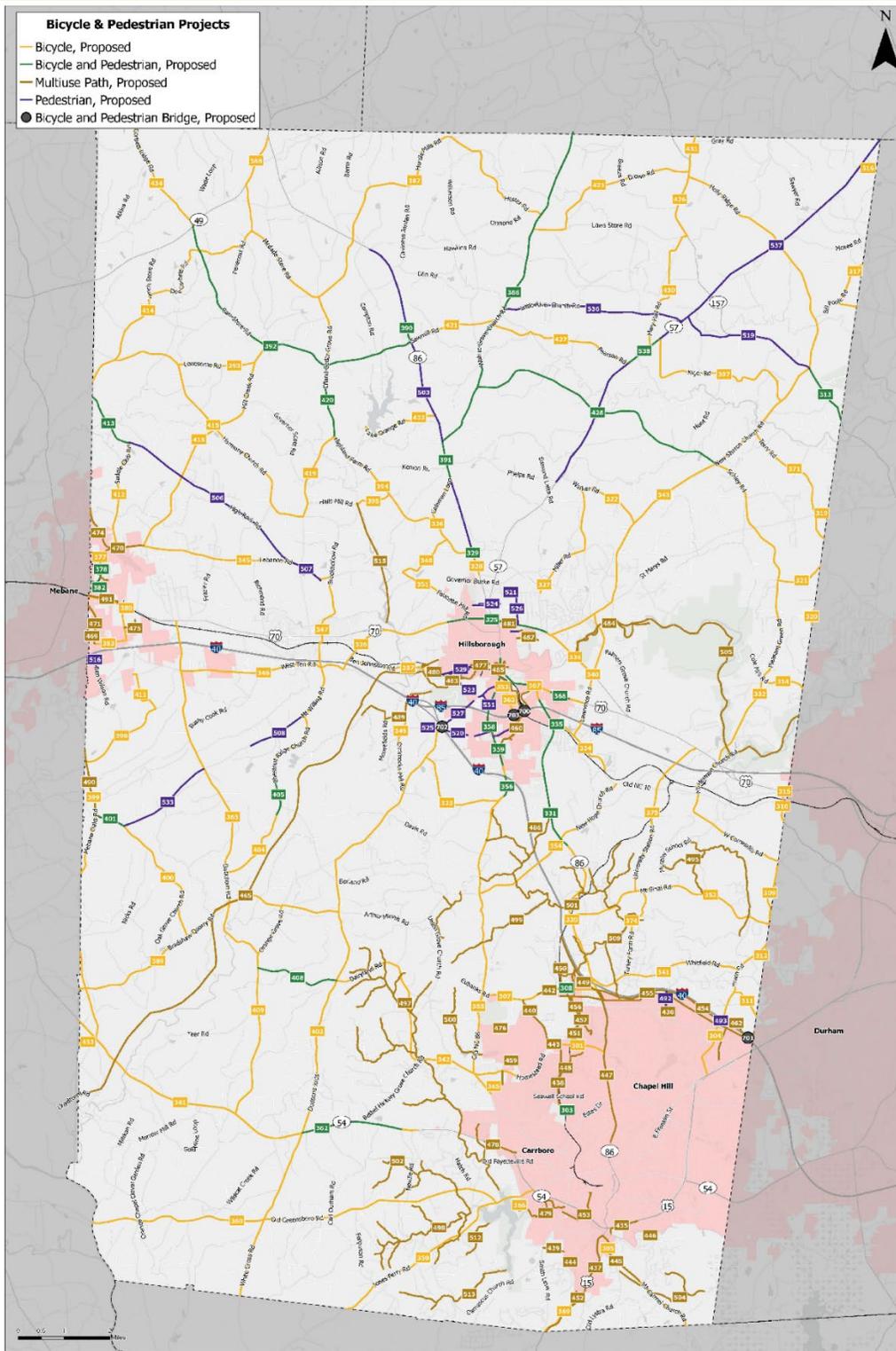


Figure 18. Bicycle & pedestrian projects public meeting board



Transit & Rail Projects

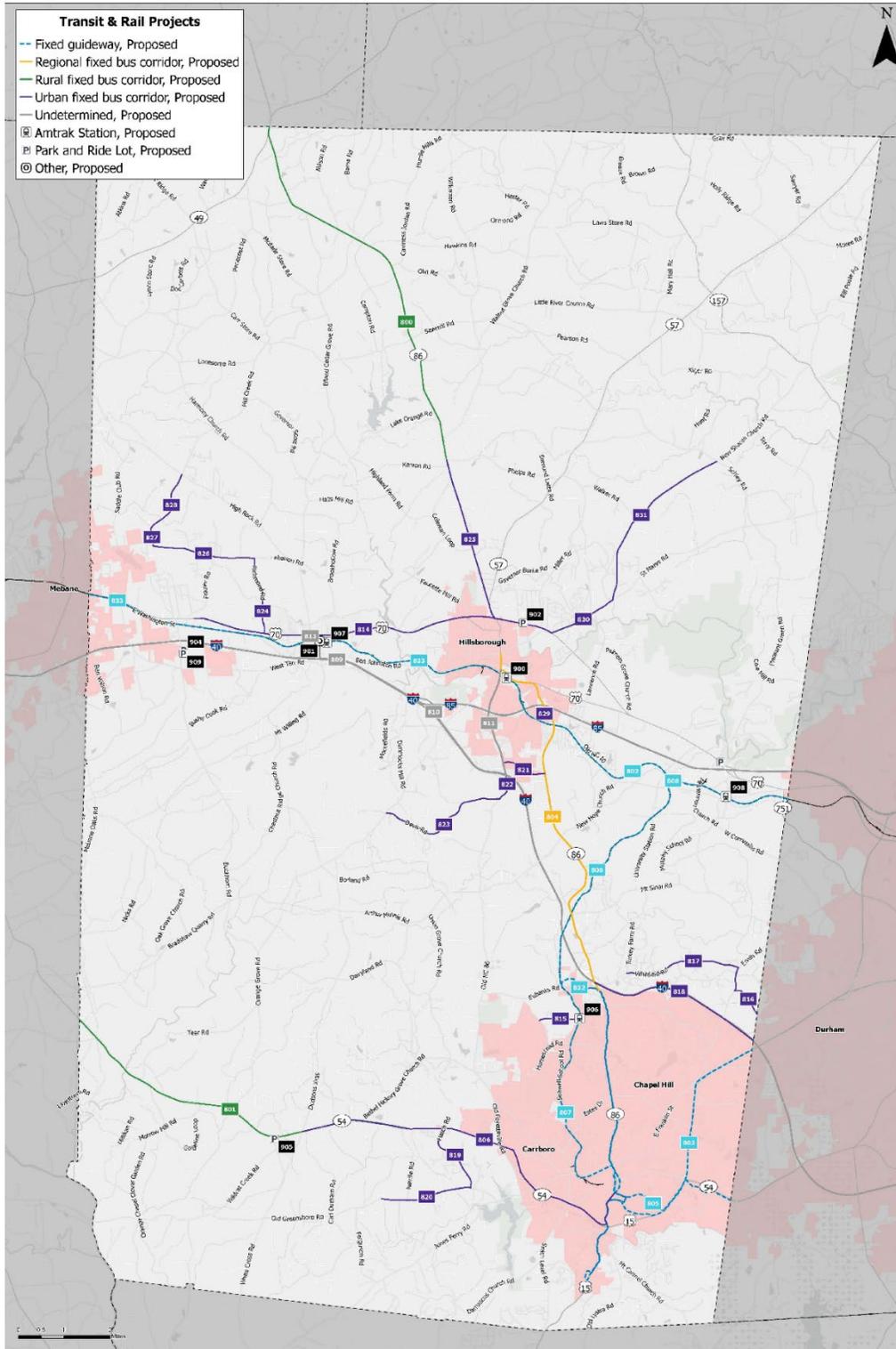


Figure 19. Transit & rail projects public meeting board



Help Us Prioritize Projects!

If you had \$100 dollars to spend, how much would you spend on the three types of transportation improvements included in the TMP?

Use ten sticker dots (one dot = \$10) and place them in the boxes below to show how you would prioritize the funding.

Roadway Projects	Transit & Rail Projects	Bicycle & Pedestrian Projects

Have any additional comments? Write them on a stickie note and place them below.

www.orangecountync.gov/TMP

Figure 20. Engagement public meeting board



Orange County Transportation Multimodal Plan (TMP)

The Orange County Transportation Multimodal Plan (TMP) is a strategic framework that integrates various modes of transportation to create a balanced and interconnected system. It consolidates projects and programs from existing plans, providing a countywide perspective on transportation initiatives. By identifying gaps in the unincorporated areas of the county and providing recommendations to address underserved communities, the TMP aims to ensure equitable access to transportation resources across Orange County.

The TMP will ultimately develop a method for prioritizing projects based on factors such as cost, impacts, needs, and benefits, and will create an action plan that outlines the steps to implement the prioritized projects.

The project area includes all of Orange County's unincorporated areas and includes projects developed by the following transportation agencies:

- Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO)
- Burlington-Graham Metropolitan Planning Organization (BGMPO)
- Triangle Area Regional Planning Organization (TARPO)
- North Carolina Department of Transportation (NCDOT) Division 7 and Region D
- City of Mebane
- Town of Hillsborough
- Town of Carrboro
- Town of Chapel Hill

Roadway Projects

There are 97 roadway and highway projects planned in the study area. Roadway projects include intersection and interchange improvements, new bridges/overpass locations.

Transit & Rail Projects

There are 34 transit and rail projects planned in the study area. These projects include mostly new transit routes such as rural fixed bus corridors, commuter rail transit, bus rapid transit invested, express buses, and other improvements that serve existing transit routes.

Bicycle & Pedestrian Projects

There are over 220 bicycle and pedestrian projects planned throughout the study area. The projects include on-road bike paths/lanes, paved shoulder, pedestrian bridge, greenways, multiuse paths, new and improvements to existing sidewalks, and off-road paths.

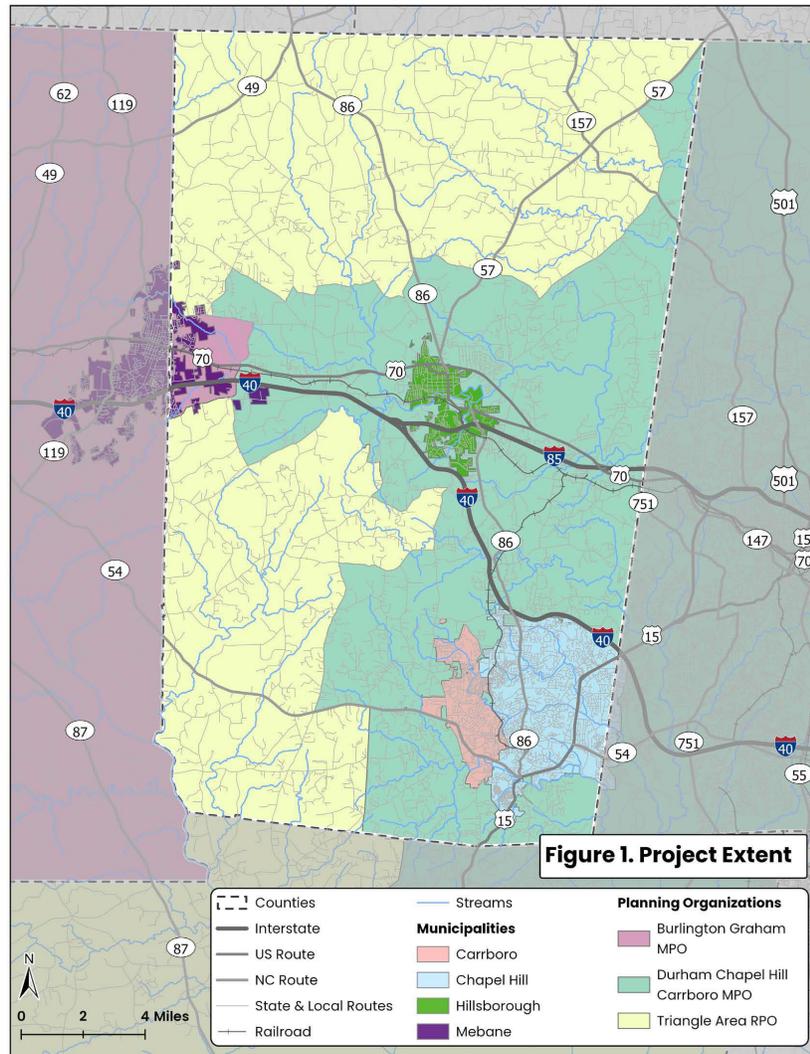
Figure 21. Engagement handout page 1

Project Area

Over the past few years, various transportation agencies with jurisdiction within Orange County have adopted more than 30 plans and ordinances. This plan aims to consolidate the recommendations and regulations from all these plans to one single platform to allow a more cohesive and strategic approach to addressing multimodal needs and prioritizing projects.

Get Involved!

Community engagement is vital to the success of the TMP. We encourage residents, businesses, and stakeholders to provide feedback, attend public meetings, and stay informed. Your input will help shape the future of transportation in Orange County.



Take Our Online Survey!

An online version of the survey is available until May 3. Scan the QR or request a paper survey to provide feedback that will help guide how projects will be prioritized.

<https://www.surveyhero.com/c/OrangeCtyTMP>

To learn more, and find other way to stay informed, visit our website at:

www.orangecountync.gov/TMP

Figure 22. Engagement handout page 1

Appendix C. Survey Open Comments

Please note that comments have not been edited to correct spelling, grammar, or syntax errors.

Do you have any other comments or questions about how projects should be prioritized?	Comment Categorization
We need more transparency about services available and how it's funded, also it is vital that outreach includes people that live in Cedar Grove and in rural parts of Orange county where wi-fi is not good. Sending letters in the mail to the seniors that use transportation for lunch would be way to ensure that their voices are heard.	Senior Accessibility
Greenways, greenways, greenways. I want to see Hillsborough and Orange County interconnect its neighborhoods and towns via Greenways that allow bicycle and pedestrian traffic access as viable transportation options for interested individuals.	For Bike/Ped
More access to the elderly in rural areas of the county.	Senior Accessibility
On March 27th I was on the OCT bus at 10:15am. I disembarked in Chapel Hill and waited for the GoTriangle van to Morrisville where I had a medical appointment. The Dr was busy and I almost missed the van to make the return trip where I reached home at 6:21. I can't do this repeatedly. You should be making it easier for seniors and disabled to access necessary services. Develop sensibilities.	Senior Accessibility; Local/Regional Connectivity
No more 4 way stops, round a bouts, replace all the old 4 way stops with round a bouts.	
Stop putting bike "roads" on highly used country access roads. I.E. dairyland rd, rocky ridge,	Roadway Design; Against Bicycle
Top priority should be providing regional rail and Bus Rapid transit to where the jobs are. That would be RTI, Durham and Raleigh. The existing highways 40 and 85 are at capacity now and will only get worse. We have a rail line that goes from Raleigh to Charlotte let's use it provide transportation to the Research Triangle area.	For Transit; Local/Regional Connectivity
More money needs to be spent on bike/ped projects including connectivity between Chapel Hill and Hillsborough. Also need more walkable (greenways, footpaths, whatever) connectivity within those places. Bottom line - less money for roads, more money for bike/ped (and light/commuter rail).	For Bike/Ped
My transportation priority would be light rail within Orange County and connectivity to the Triangle	Local/Regional Connectivity; For Transit
It is important to bring fast rail service to all the metropolitan areas. Would love a train to Raleigh downtown!	For Transit; Local/Regional Connectivity

Public Engagement Summary

<p>I understand that certain roads/projects require working together with the state DOT. I'd rather see you put effort into making much needed projects happen even if it requires continuous effort with the state, than accomplishing the low-hanging fruit. I just feel like every improvement happens in the historic district! I know that is a generalization but every time I see a person walking in the weeds along South Churton Street, often in their fast food uniform, I feel angry. And I love bike trails and the riverwalk but I just feel angry about the new ridge trail because it seems like you always do the projects that serve the wealthy neighborhoods. I live near an unsafe intersection and I've been running across it for 17 years now to get to the pharmacy, bus stop, dentist, and vet (with my cat!) and it seems like surely something could have happened by now. Sorry I know it is probably not your fault but I'm aging and it's depressing to think I'll probably be dead before I get my crosswalk :(</p> <p>Also, there are SO MANY MEETINGS. I try to go to them but no matter how many I go to, another one comes along and I wonder if my previous input still counts or if I need to spend more time going to another one. And this week I have jury duty so I think I'm going to have to skip these!</p>	
<p>Increase service area of the easy rider van service for the elderly.</p>	<p>Senior Accessibility; Local Connectivity</p>
<p>All new residential developments should be serviced by and integrated with transit and bicycle routes</p>	<p>For Bike/Ped; For Transit</p>
<p>Prioritize safe bicycle lanes and crosswalks</p>	<p>For Bike/Ped</p>
<p>I would like more bus stops. Particularly at heritage hills and smith level rd intersections. I would also like a bike lane on smith level road all the way in to Chapel Hill</p>	<p>For Bike/Ped; For Transit</p>
<p>Rural Connectors are a critical improvement for Orange County, buses, bike lanes and safe walking path are not too much to ask.</p>	<p>For Bike/Ped; For Transit; Local Connectivity</p>
<p>Expanded bus/transit routes and more bike lanes would go a long way to make this amazing town even better.</p>	<p>Local Connectivity</p>
<p>I think the quality of roads in the county is great. Keep that up! Make sure you're including improvements that will help underserved populations, people without transportation that need access to grocery stores and pharmacies, etc... That should be #1 priority.</p> <p>Also, help create a greenway out of the rail line that goes from the UNC CoGen facility through Carrboro and up to Brumley Nature Preserve: https://chapelboro.com/news/local-government/carrboro-commits-to-new-co-gen-rail-line-project!</p>	<p>Local Connectivity</p>
<p>I'd like for Heritage Hills to be connected to the county/Carrboro/Chapel Hill public transportation and/or ride service</p>	<p>Local Connectivity; For Transit</p>
<p>Need a bus stop or two on Mt. Carmel Church Road that provides access to UNC hospital and campus.</p>	<p>Local Connectivity</p>
<p>I absolutely do not want a bus line coming to my neighborhood</p>	<p>Against Transit</p>

Public Engagement Summary

<p>I mainly completed this survey as an opportunity to advocate for bike and pedestrian infrastructure around the southern gateway to CH. Connecting the sidewalks south of the Chatham county line up to the southern community park and adding pedestrian/bike lanes on smith level road would greatly improve public safety and access to community resources (including the park and ride on 15-501S). Thanks for considering community input.</p>	<p>For Bike/Ped; Local Connectivity</p>
<p>I live in Heritage Hills where there is no access to public transportation and no sidewalks on Smith Level, making it dangerous to walk to the nearby service station or to Walmart or really anywhere outside of the neighborhood. Sidewalks on Smith Level would make a huge difference, as would a bus stop nearby.</p>	<p>For Transit; For Pedestrian; Local Connectivity</p>
<p>I would like to ask that you consider more public transit and safe bikeway options for southern and southwestern Chapel Hill. As more development happens in northern Chatham, southwest CH is becoming more congested and dangerous for bikers. I would also ask that you consider a bus stop near Transplanting Traditions Farm, to help the refugee community that uses that space.</p>	<p>Local/Regional Connectivity</p>
<p>I would love to see sidewalks along secondary busy roads like West 10 from Buckhorn to Gravelly Hill Middle School and to Mt. Willing Road, Full disclosure:</p>	<p>For Bike/Ped</p>
<p>Add proper bike lanes where everyone sees large bike use, such as up Fayetteville Road heading towards Mapleview farm, over University Lake (Iones Ferry Road), Old Greensboro Hwy, and Homestead Road.</p>	<p>For Bike/Ped</p>
<p>No new road capacity</p>	<p>Against Roadway</p>
<p>how many people actually use public transportation? Do they pay? How much is the county/state losing every year on empty busses/trains?</p>	<p>Against Transit</p>
<p>Orange County should ban all new housing developments until road infrastructure is developed and deployed. Too much traffic through down town and we keep adding more housing but not expanding roads to support the traffic flow.</p>	<p>Roadway Traffic</p>
<p>I would like to see a long-term effort to add bike lanes when roads are improved. It will take a sustained commitment to add lanes as roads are updated, but over time the cycling network will expand. Certain roads such as Cole Mill into Durham and the road to Orange Middle and High are quite dangerous for cyclists or pedestrians, and there is no connectivity to places such as Food Lion or shopping downtown that make the region safe for either pedestrians or cyclists. I would love to see our region commit to foot and bike traffic with safe ways to travel other than cars. I would ride my bike regularly to Hillsborough or from my county home into Durham... if there was a safe way to do so. Right now there is not. The kids can't even go safely to their schools because there are no sidewalks.</p>	<p>For Bike/Ped; Local Connectivity</p>

Public Engagement Summary

Safe pedestrian and bike passage, especially along Smith Level, Jones Ferry, and Mt. Carmel Church Rds. out past municipal limits (which would provide access to Carrboro HS, Culbreth MS, Scroggs ES, Town of Carrboro, Town of Chapel Hill, hospital, and bus routes along for folks in Dogwood Acres, Heritage Hills, Bayberry, and even out towards the Walmart). There seems to be a disconnect esp. in that part of the County which still has pockets of dense subdivision development between municipal and county transportation planning - Town knows they're not municipal residents and services stop at town lines, County assumes needs are met by proximity to municipality. However, those residents are served by municipal schools and unable to access them through public transportation means. (i.e., I'd love my kid to bike to/from Carrboro HS approx .75 mi away should he attend school there in the future, but as of right now, it's not actually accessible and safe to do so).	For Bike/Ped; Local Connectivity
Either install bike lanes or keep bicycles off rural roads. Especially groups of bikes. Sharing the road works both ways.	Against Bicycle
More need for pedestrian infrastructure than bicycle, though these are often lumped together.	For Pedestrian
I fail to see how this plan will improve transportation in the county outside of the towns.	General
I don't know what "Improve access and connectivity" means. It would have been helpful if that had been explained. I would like to see bike paths or other bicycle safety areas installed. Also, I would especially like to see a safe walking area created for students who walk over the I-40 bridge to Cedar Ridge High and Grady Brown schools. I don't have a student, but when I drive through that area, it's scary to see them walking along the road on dark mornings very close to traffic.	For Bike/Ped; Local Connectivity
Community members outside of Chapel Hill/ Carrboro have very limited options when it comes to transportation. This is a major barrier to leading a successful life for the many people who cannot afford their own car. It would be great to take the budget and just do on demand transportation via lyft or uber. I have heard from many that MOD is an unreliable option. Northern Orange is especially in dire need.	For Transit; Local Connectivity
Bus lanes and reasonable pull-over spaces are needed. With the increase in development and traffic congestion, cars are getting worse about slowing down and stopping for buses at bus stops. In addition, the bus shelters need to be designed to truly shelter from sun and rain. The park and ride options are decent in southern Orange County, so maybe more of these throughout the county, and route or shuttle connectivity between these, as well. Anything to get more people in buses and less cars on the road.	Roadway Design; For Transit
Keep disability access top of mind	Disability Accessibility
Safer walking & bicycling paths/routes.	For Bike/Ped

Public Engagement Summary

<p>-Encourage the use of hybrid and electric cars by expanding access to charge centers outside urban areas -what happened to carpooling</p>	General
<p>I would like to see transit and bike/ped services designed for people who do not have access to a private vehicle, including seniors, people with disabilities, and people who can't afford the high cost of car ownership. If we could get those people who don't drive to the places they need to go (government offices, grocery, pharmacy, CHURCH would be awesome and there's no Sunday service in Hillsborough.</p> <p>The bus routes need improvements to make them more user friendly---the Hillsborough Circulator has so many stops that it can't possibly keep to the posted schedule. Would be awesome if we could see where the buses are in real-time, even more awesome if that service could be accessed by calling a phone number and didn't require a smartphone or internet connection.</p>	For Bike/Ped; Local Connectivity; For Transit
<p>Widen two lane roads that have become major commuting arteries (e.g. Mt. Carmel Church Road and others in Orange County). Encourage surrounding counties to cooperate and join in the widening effort. Housing developments continue to be established with no corresponding improvements in local, two-lane roads.</p> <p>Increasing congestion by eliminating lanes of traffic is counterproductive, IMO (e.g. in Chapel Hill town proper). If you want bike lanes, then create them where you don't remove needed lanes of traffic.</p> <p>Conduct bus ridership studies to appreciate who can really use busses. I see them running all over--with barely 1 or 2 people on board. Makes me wonder how much more investment should be made in busses if they are not used.</p>	Roadway Design; Roadway Traffic; Against Transit
<p>I would take a transit system if it got me into rtp in a reasonable amount of time.</p>	Regional Connectivity; For Transit
<p>Put a roundabout at Calvander for safety reasons.</p>	
<p>Provide safe crosswalks for pedestrians across 54 bypass between Columbia St and Jones Ferry for apartment residents to access bus stops</p>	Roadway Design
<p>Improve transportation to connect other counties together not just Orange but surrounding. Chatham, Alamance, Durham</p>	Regional Connectivity
<p>Bike/ped/transit improvements should be prioritized over roads, and road congestion should be addressed through multimodal solutions and enhancements to the roadway that do not increase capacity (eg better signals). Thank you!</p>	For Bike/Ped; For Transit; Roadway Traffic

Public Engagement Summary

Outside of Hillsborough northern boundary but within the city extra territorial jurisdiction near US70/86/St. Marys Road area are several shopping centers, residential communities, recreation areas and schools. They are completely disconnected from Hillsborough by US70 and Hillsborough has shown no interest in improvements toward the northern direction (due to Churton traffic). Increasing multimodal transit (Sidewalks, crosswalks at existing stoplights, separated bike lanes) in this area would greatly improve connectivity of lower income neighborhoods to shopping, recreation, schools, and workplaces by allowing connection to already existing Hillsborough transit services.

Local Connectivity; For
Bike/Ped



Appendix VII

Prioritization Methodology Memo

Prioritization Methodology

This section provides more information on the methods used to prioritize projects, including specifics related to each mode.

Mode Specific Scoring

Projects were scored in two stages. The first stage used feedback specific to each mode to determine which elements were most important to the public, CTT, and County. These specific elements comprised the mode-specific score. The higher scoring elements were given more weight in the mode-specific score so they would have a larger impact than the lower scoring elements. For example, feedback indicated that for roadway mobility projects, managing congestion was the most important element to survey takers, while improving access and connectivity was slightly less important, and improving freight movement was much less important. As such, the more important elements (i.e. managing congestion) were given a higher weight while the less important elements (i.e. improving freight movement) were given a lower weight (50% compared to 7%). So, mobility projects that greatly improved congestion would be prioritized higher over those that greatly improved freight movement.

The following sections describe the mode-specific scoring for each mode.

Roadway

Mobility: Mobility projects include new location roadways and widening projects. Three parameters were used to determine the mode-specific score: improve access and connectivity, manage congestion, and improve freight movement. Each parameter was weighted accordingly based on the survey results with improve access and connectivity weighted 43%, manage congestion weighted 50%, and improve freight movement weighted 7%.

Improve access and connectivity was determined using the change in volume divided by the change in capacity between the future year build and future year no build scenarios. Manage congestion was determined using the relative change in volume-capacity ratios between the future year build and future year no build scenarios. Improve freight movement was determined using the change in truck volumes between the future year build and future year no build scenarios. The future year build and future year no build scenarios were determined using the Triangle Regional Model 2nd Generation Version 1.3.1 (TRMG2 V1.3.1).

For new location roadways, the TRM does not calculate no build volumes. Because of this, any new location roadway projects were separated out and normalized using their build volumes and V/C ratios to determine their relative rankings. They were then redistributed within the overall mobility list to determine their overall rankings.

Modernization & Intersection: Modernization projects include adding turn lanes, upgrading cross sections to meet NCDOT standards, and safety improvements. Intersection projects include traditional intersection improvements, interchange improvements and additions, grade separations, and bridge replacements. Three parameters were used to determine the mode-specific score for modernization projects and intersections: improve access and connectivity, manage congestion, and improve freight movement. Each parameter was weighted accordingly based on the survey results with improve access and connectivity weighted 40%, manage congestion weighted 40%, and improve freight movement weighted 20%.

Improve access and connectivity was determined using the average volume at the location of the 2020 base year no build model. Manage congestion was determined using the average V/C ratios between at the location of the 2020 base year no build model. Improve freight movement was determined using the average

truck volumes at the location of the 2020 base year no build model. For intersection projects, the average metric was determined by averaging the metrics for all legs of the intersection. The 2020 base year no build scenario was determined using the TRMG2 V1.3.1.

Bicycle and Pedestrian

Bicycle and Pedestrian: Bicycle and pedestrian projects include bicycle lanes, paved shoulders for bicycle accommodations, sidewalks, multi-use paths, greenways, and trails. Six parameters were used to determine the mode-specific score: population and employment density, access to schools, access to points of interest, access to recreational spaces, access to bus stops, and connection of disjointed parts. Each parameter was weighted accordingly based on the survey results with population and employment density weighted 13%, access to schools weighted 22%, access to points of interest weighted 25%, access to recreational spaces weighted 8%, access to bus stops weighted 20%, and connection of disjointed parts weighted 13%.

Population and employment density was determined by calculating the sum of population and employment numbers within a half-mile buffer of the project. Population and employment data was determined using the TRMG2 V1.3.1. Access to schools was determined by calculating the number of elementary, middle, and high schools within a half-mile buffer of the project. Access to points of interest was determined by calculating the number of institutional, community, religious, retail, commercial, and civic facilities and properties within a half-mile buffer of the project. Access to recreational spaces was determined by calculating the number of parks within a half-mile buffer of the project. Access to bus stops was determined by calculating the number of existing bus stops within a half-mile buffer of the project. Connection of disjointed parts was determined by calculating the no build travel distance divided by the build travel distance for projects. Connection of disjointed parts was determined only for projects less than one mile in length.

Bicycle and Pedestrian Bridges: Bicycle and pedestrian bridge projects included the construction of new bicycle and pedestrian bridges. Two parameters were used to determine the mode-specific score: population and employment density and connection of disjointed parts. Each parameter was weighted accordingly based on the survey results with population and employment density weighted 50% and connection of disjointed parts weighted 50%.

Population and employment density was determined by calculating the sum of population and employment numbers within a half-mile buffer of the project. Population and employment data was determined using the TRMG2 V1.3.1. Connection of disjointed parts was determined by calculating the no build travel distance divided by the build travel distance for projects.

Transit

Transit: Transit projects include new fixed bus corridors, commuter rail transit, bus rapid transit, express buses, high-capacity transit, and rail transit. Six parameters were used to determine the mode-specific score: increase in local service, increase in regional service, access to jobs and higher education, population density, access to points of interest, and access to medical facilities. Each parameter was weighted accordingly based on the survey results with increase in local service weighted 26%, increase in regional service weighted 12%, access to jobs and schools weighted 21%, population density weighted 21%, access to points of interest weighted 11%, and access to medical facilities weighted 5%.

Increase in local service was determined by calculating the proportion of the total project within Orange County. Increase in regional service was determined by calculating the proportion of the total project outside of Orange County. Access to jobs and higher education was determined by calculating the average employment density and educational institutions within a half-mile of the project. Population density was determined by calculating the average population density within a half-mile of the project. Population and

employment data was determined using the TRMG2 V1.3.1. Access to points of interest was determined by calculating the number of institutional, community, religious, retail, commercial, and civic facilities and properties within a half-mile buffer of the project. Access to medical facilities was determined by calculating the number of medical facilities within a half-mile buffer of the project.

Additional Factors Scoring

The second stage of project scoring used additional factors common across the modes, including Environmental Justice, safety, and costs. A multi-modal component was also used to score roadway projects. Transit projects did not use a safety component as crash data is not readily available for this and it is assumed all transit projects would lead to a safer transportation system. As in the first stage, the second stage used feedback specific to each additional factor to determine which elements were most important to the public, CTT, and County. These specific elements comprised the additional factors score. The higher scoring elements were given more weight in the additional factors score so they would have a larger impact than the lower scoring elements. The following sections describe the additional factors scoring for each mode.

Roadway

Roadway projects utilized four parameters to determine the additional factors score: Environmental Justice, safety, cost and a multimodal component. Each parameter was weighted accordingly based on the survey results with Environmental Justice weighted 27%, safety weighted 33%, cost weighted 10%, and the multimodal component weighted 30%.

Environmental Justice was determined by calculating the average of the Transportation Disadvantage Index (TDI) groups that intersected the project. Then, the lowest TDI value for each set of projects (mobility, modernization, and intersection) was subtracted from each project in order to present a better distribution of scores. Finally, the TDI value was negatively weighted for roadway projects, as roadway projects tend to have negative impacts on Environmental Justice groups, such as displacements, construction pollution, air and noise pollution, and health impacts.

The Transportation Disadvantage Index is a measure of seven components to determine the relative concentration of individuals facing barriers to transportation. These components include carless households, people with low income, people with mobility impairments, youth aged 15 and under, seniors, black, indigenous, and persons of color, and population with Limited English Proficiency.

Safety was determined by calculating the average section safety score for each project. For intersection projects, the average section safety score was determined by using each leg of the intersection.

The section safety score is a measure of three components to determine the overall safety of a roadway. These components include crash density, severity of crashes, and the critical crash rate.

Costs for roadway projects were determined by estimating the construction and right-of-way costs. These were estimated by determining the new ground area and bridge area and the number of parcels impacted. Cost was then negatively weighted, so that lower cost projects would be weighted higher.

The multimodal component was determined by examining whether bicycle or pedestrian projects are recommended along that route. Projects with bicycle or pedestrian recommendations along 50% or more of the length were giving a multi-modal factor of 1. Projects with bicycle and pedestrian recommendations along 50% or more of the length were giving a multi-modal factor of 2.

Bicycle and Pedestrian

Bicycle and pedestrian projects utilized three parameters to determine the additional factors score: Environmental Justice, safety, and cost. Each parameter was weighted accordingly based on the survey results with Environmental Justice weighted 38%, safety weighted 48%, and cost weighted 14%.

Environmental Justice was determined by calculating the average of the Transportation Disadvantage Index (TDI) groups that intersected the project. Then, the lowest TDI value for each set of projects (bicycle and pedestrian segments and bicycle and pedestrian bridges) was subtracted from each project in order to present a better distribution of scores.

Safety was determined using NCDOT's bicycle and pedestrian crash data within a 500-ft buffer of each project. Each crash was multiplied by a severity multiplier so more severe crashes would be weighted higher. This ensured that projects with a high rate of severe crashes would be ranked higher.

Costs for bicycle and pedestrian projects were determined by estimating the construction and right-of-way costs. These were estimated by determining the new ground area and bridge area and the number of parcels impacted. Cost was then negatively weighted, so that lower cost projects would be weighted higher.

Transit

Transit projects utilized two parameters to determine the additional factors score: Environmental Justice and cost. Each parameter was weighted accordingly based on the survey results with Environmental Justice weighted 73% and safety weighted 27%.

Environmental Justice was determined by calculating the average of the Transportation Disadvantage Index (TDI) groups that intersected the project. Then, the lowest TDI value for transit projects was subtracted from each project in order to present a better distribution of scores.

Costs for transit projects were determined by estimating the capital costs. These costs were estimated by determining the number of buses required for each route by estimating the headway and round trip time and the stop frequency needed based on population. Cost was then negatively weighted, so that lower cost projects would be weighted higher.

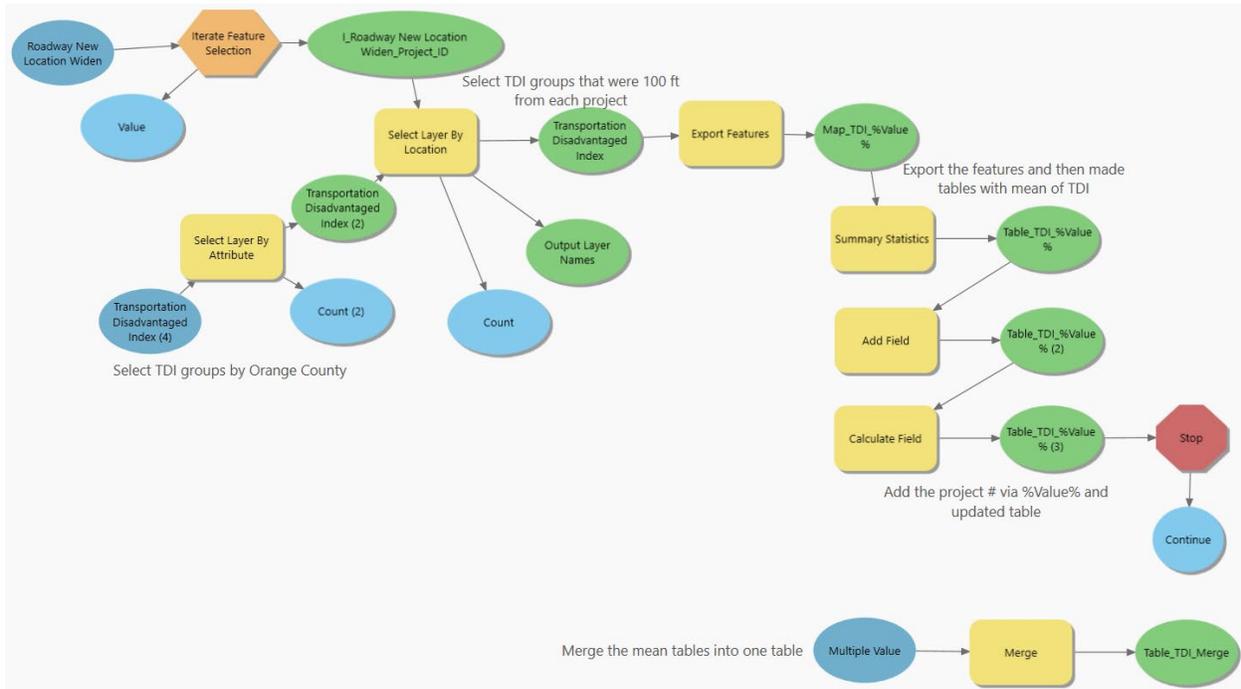
ModelBuilder Methodology

ArcGIS Pro ModelBuilder was utilized to automate the calculation of metrics included in each parameter per project type. ModelBuilder applies geoprocessing workflows comprised of analysis tools available in ArcGIS Pro. Each model created in ModelBuilder used an iterative function that repeatedly applied the workflow to each project within the model's specified list. Projects were separated into six lists: roadway new location & widen, roadway modernization, roadway intersection, bike and pedestrian, bike and pedestrian bridges, and transit.

Transportation Disadvantage Index

Average Transportation Disadvantage Index (TDI) scores were generated for all projects to satisfy the Environmental Justice parameter. The figure below illustrates the ModelBuilder workflow that determined the average TDI scores for each project. TDI block groups within 100 feet from each project were selected and exported into separate shapefiles. The Summary Statistics tool calculated average TDI scores by combining the TDI scores of each selected block group per project. Projects' TDI scores were merged into one final table and recorded in the final prioritization analysis workbook.

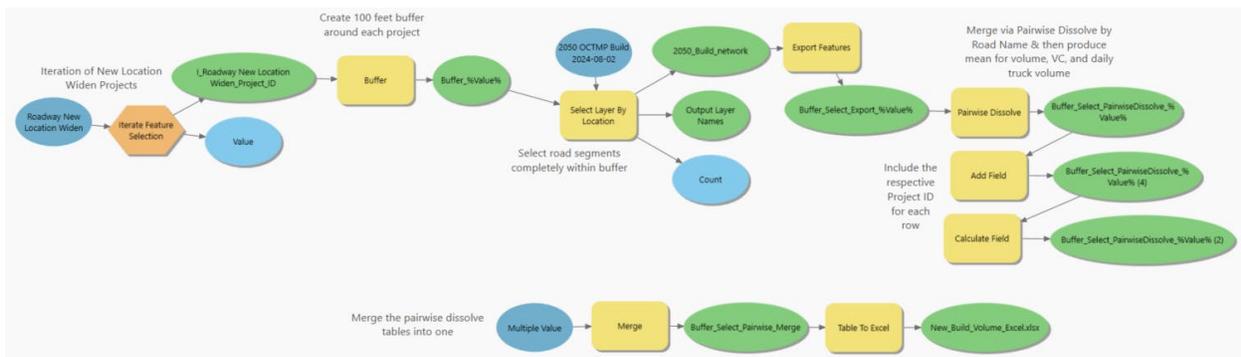
Average TDI ModelBuilder Workflow



Volume, V/C Ratio, and Truck Volume

Average volume, volume over capacity (V/C) ratio, and truck volume were metrics applied to the Improve Access and Connectivity, Manage Congestion, and Improve Freight Movement parameters for roadway projects. Modernization roadway projects used average volume, V/C ratio, and truck volume from the 2020 base year no build model. New & widen roadway projects included the averages from the 2020 base year no build model and the future year build model. The figure below illustrates the ModelBuilder workflow that calculated average volume, V/C, and truck volume for Roadway projects.

Average Volume, V/C Ratio, Truck Volume ModelBuilder Workflow



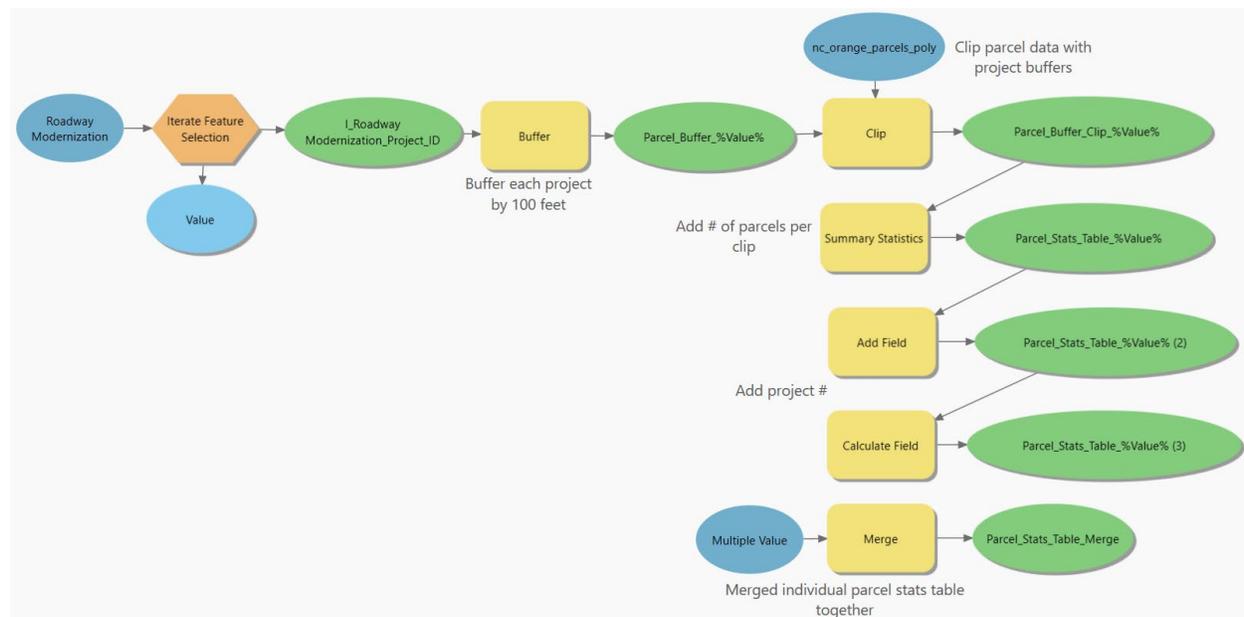
One-hundred-foot buffers were created around each project. Buffers were used to capture road segments that did not precisely overlay on project lines in ArcGIS Pro. The model then selected all road segments from either the 2020 base year no build or future year build model shapefile that are completely within the project's buffer. After exporting the road segments selected for each project, the Pairwise Dissolve tool merged the selected road segments and computed the average volume, V/C, and truck volume. Each

project's averages were combined into a single table and recorded in the final prioritization analysis workbook.

Number of Parcels Impacted

The number of parcels that may be potential right-of-way were identified for all projects minus those listed as roadway modernization and bike and pedestrian bridges projects. The number of parcels is a metric factored in the Cost parameter. The figure below illustrates the ModelBuilder workflow used to determine the number of parcels per project. A 100-foot buffer was created for each project. Parcels located within a project's buffers were clipped. The Summary Statistics tool counted the number of parcels clipped for each project. The individual tables that include the parcel counts for each project were merged to create a singular, final table. The final table was recorded in the final prioritization analysis workbook.

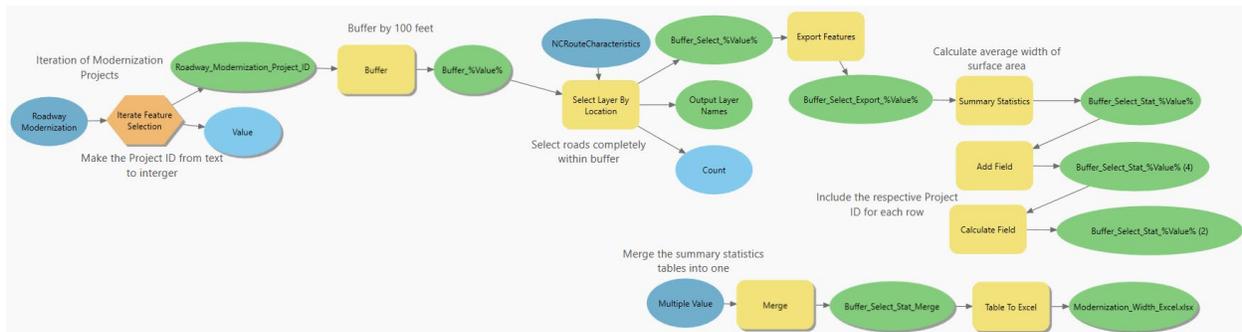
Number of Parcels ModelBuilder Workflow



Average Roadway Width

ModelBuilder was used for the roadway modernization projects to determine the average roadway width. Buffers of 100 feet were generated for each modernization project to ensure that the same road segment from the road network as the project can still be selected and analyzed even if they do not exactly overlap. Similar to determining the average volume, road segments completely within the buffer were selected and exported. The Summary Statistics tool calculated the average surface width of the selected road segments. The projects' statistics tables were compiled into one and recorded in the final prioritization analysis workbook. The figure below illustrates the workflow used to determine average roadway width.

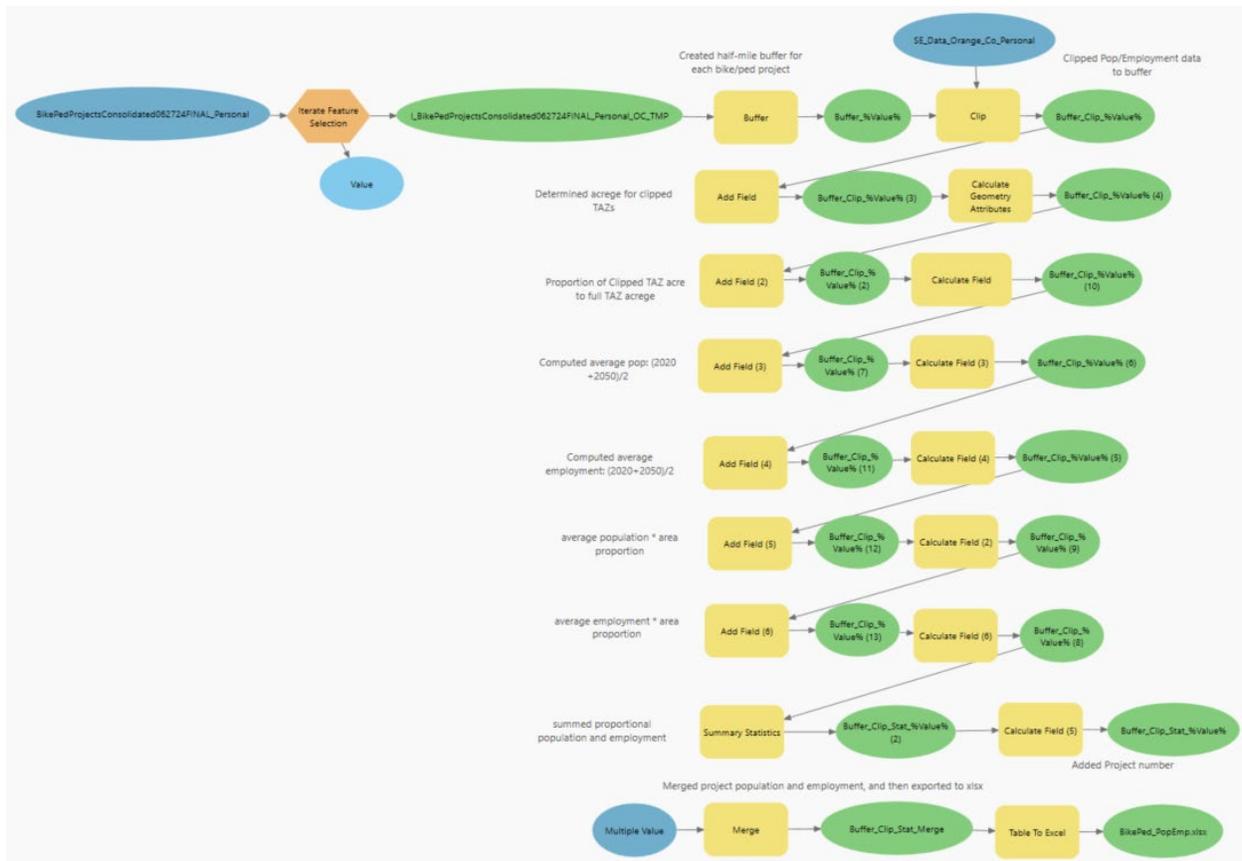
Roadway Width ModelBuilder Workflow



Population and Employment

Average population and employment were calculated for all bicycle, pedestrian, and transit projects. Average population and employment are metrics analyzed for the Dense Residential and Employment parameter for bike-ped projects, and the Improvement to Jobs and Schools and Areas with Higher Density parameter for transit projects. The figure below illustrates the Modelbuilder workflow used to determine average population and employment.

Population and Employment ModelBuilder Workflow



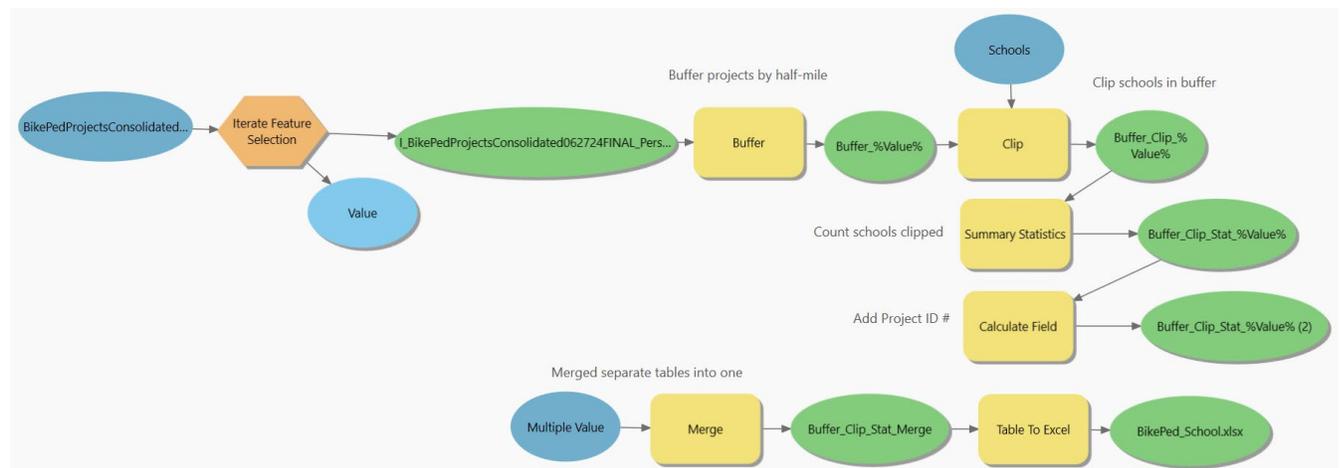
Half-mile buffers were first created for each project. Orange County, TAZ-level socio-economic data within the buffer were clipped for each project. The selected TAZ's area proportion, between its original acreage and the clipped acreage, was calculated. Population and employment averages between 2020 and 2050 data

were also calculated. The area proportion was multiplied by the average population and employment to create the proportional population and employment for each clipped TAZ. The proportional population and employment of each TAZ per project were added together to determine the average population and employment within a half-mile of the project location. The projects' average population and employment tables were merged into one and recorded in the final prioritization analysis workbook.

Schools

The number of schools near bicycle and pedestrian projects is the criterion for the Access to Schools parameter. The figure below illustrates the ModelBuilder workflow implemented to determine the number of schools for bicycle and pedestrian projects. A half-mile buffer for each bicycle and pedestrian project was first created. The buffer was then applied to clip schools located within the buffer. The Summary Statistics tool counted the number of schools clipped for each project. The projects' tables with school counts were merged into one table and recorded in the final prioritization analysis workbook.

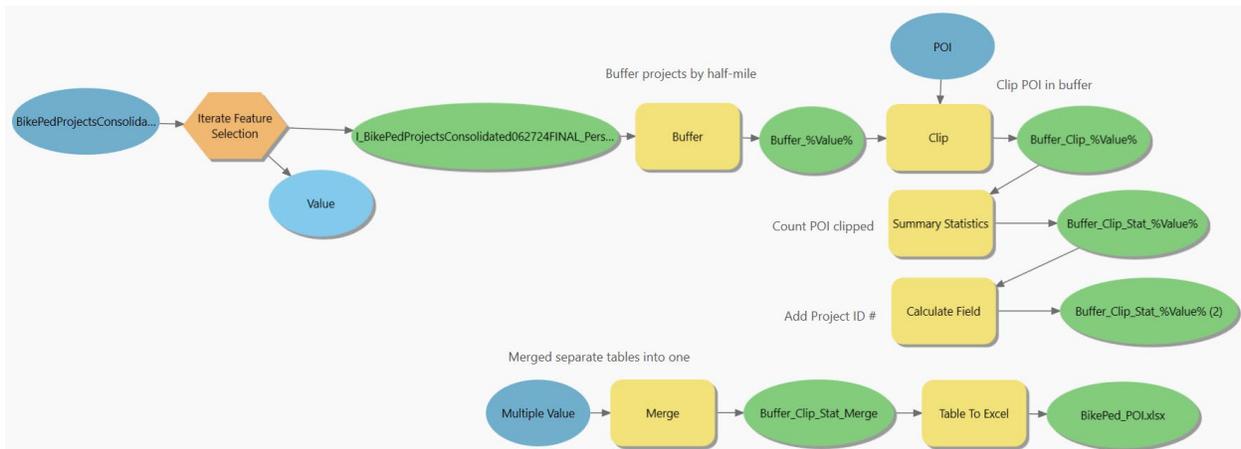
Schools ModelBuilder Workflow



Points of Interests

Points of Interest (POI) located near bicycle, pedestrian, and transit projects were identified. The amount of POI near these projects is the criterion for Access to POI/Retail/Commercial/Civic parameter for bicycle, pedestrian, and transit projects. The figure below illustrates the ModelBuilder workflow that determined the amount of POI near bicycle, pedestrian, and transit projects. A half-mile buffer for each project was first created. POI located within the half-mile buffer were then clipped. The Summary Statistics tool counted the number of POI within each project's half-mile buffer. The projects' statistics tables with POI count were merged into one table and recorded in the final prioritization analysis workbook.

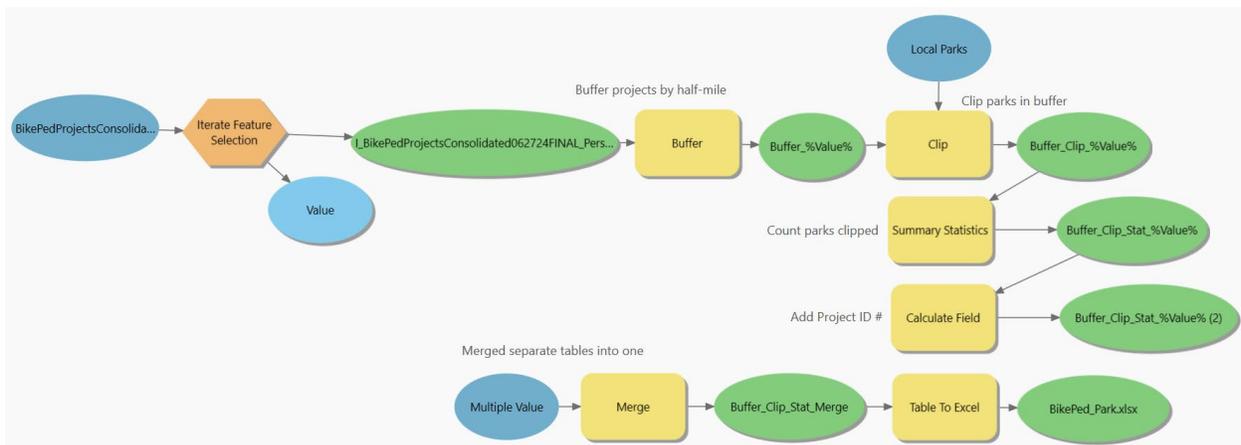
Points of Interest ModelBuilder Workflow



Parks

Parks located within a half mile of bicycle and pedestrian projects serve as the criterion for the Access to Recreational Spaces parameter. The figure below illustrates the ModelBuilder workflow applied that determines the number of parks located near bicycle and pedestrian projects. A half-mile buffer for each project was first created. Parks located within the half-mile buffer were clipped. The Summary Statistics tool counted the number of parks per project. The projects’ statistics tables with the count of parks were merged into one table and recorded in the final prioritization analysis workbook.

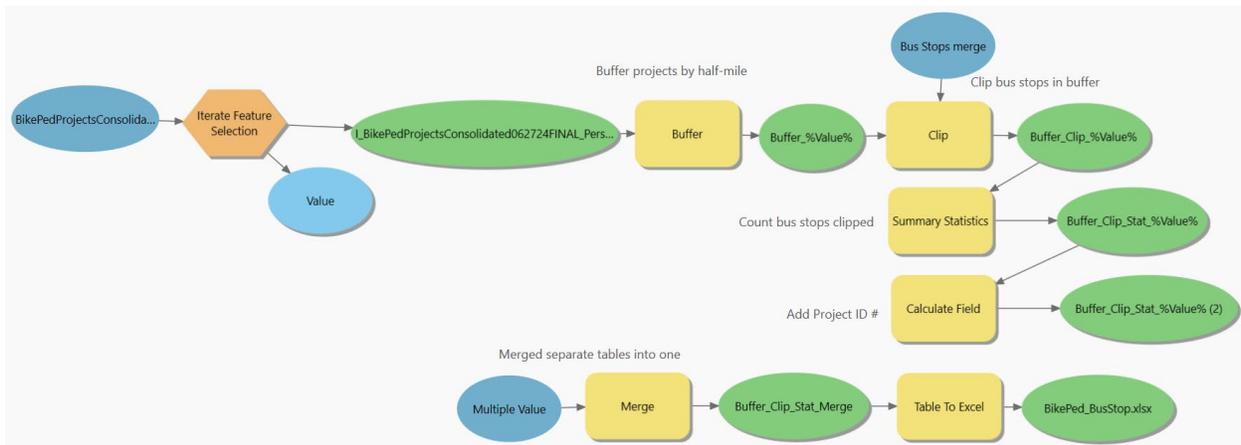
Parks ModelBuilder Workflow



Bus Stops

Bus stops within a half mile of bicycle and pedestrian projects are the criterion for the Access to Bus Stops parameter. The figure below illustrates the ModelBuilder workflow implemented to determine the number of bus stops located near bicycle and pedestrian projects. A half-mile buffer for each project was first created. Bus stop locations within the buffer were clipped. The Summary Statistics tool counted the number of bus stops for each project. The projects’ statistics tables with the count of bus stops were merged into one table and recorded in the final prioritization analysis workbook.

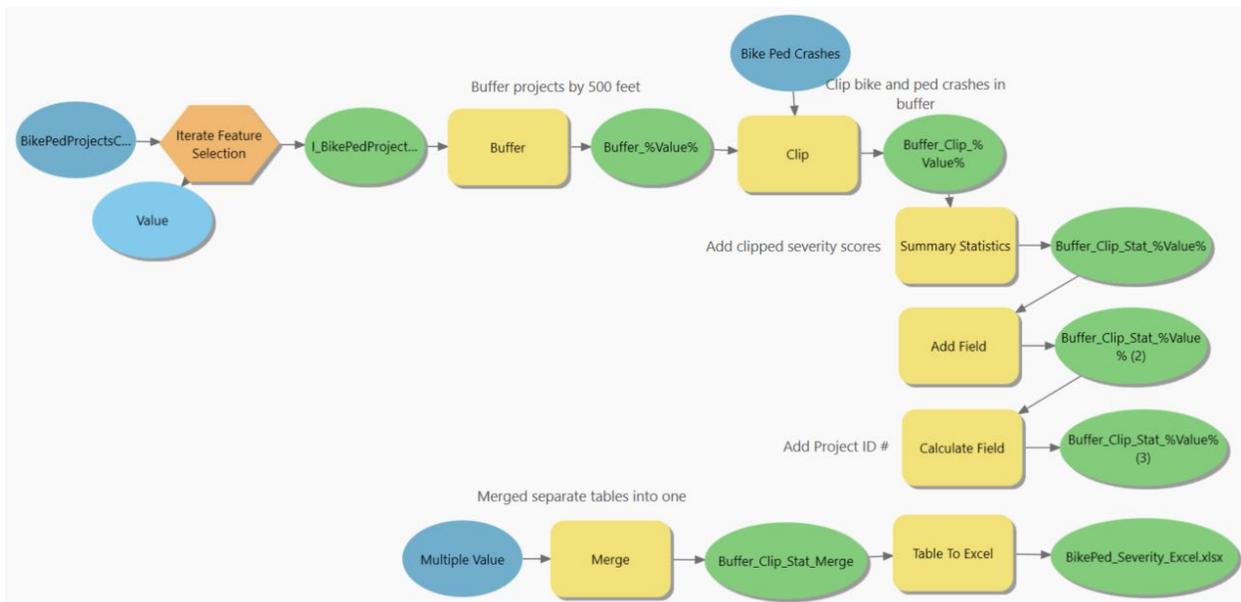
Bus Stops ModelBuilder Workflow



Bicycle and Pedestrian Crash Severity Score

The total severity scores for bicycle and pedestrian crashes near all bicycle and pedestrian projects are the criterion for the Safety parameter. The figure below illustrates the ModelBuilder workflow that determined the total severity score of crashes near the projects. A 500-foot buffer was created for each project. Bicycle and pedestrian crashes within the buffer were clipped. The Summary Statistics tool added the crash severity scores for each project. The project's statistic tables were merged into one and recorded in the final prioritization analysis workbook.

Bicycle and Pedestrian Crash Severity Score ModelBuilder Workflow

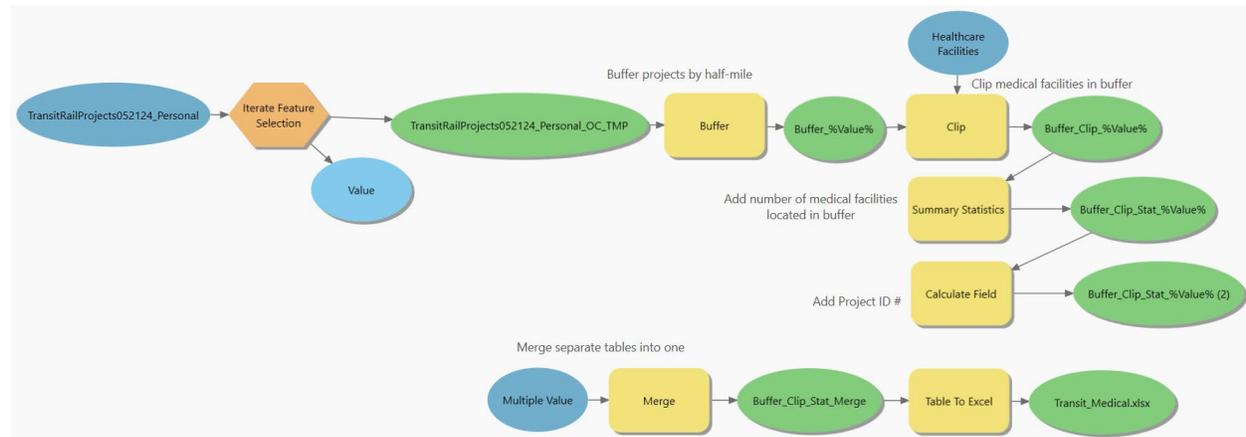


Medical Facilities

The number of medical facilities near transit projects is the criterion for the Access to Healthcare parameter. A half-mile buffer surrounding transit projects was created and used to clip medical facilities located within the buffer. The Summary Statistics tool added the number medical facilities for each transit project. The project's statistic tables were merged into one and recorded in the final prioritization analysis workbook.

Figure xx illustrates the ModelBuilder workflow that determined the number of medical facilities near transit projects.

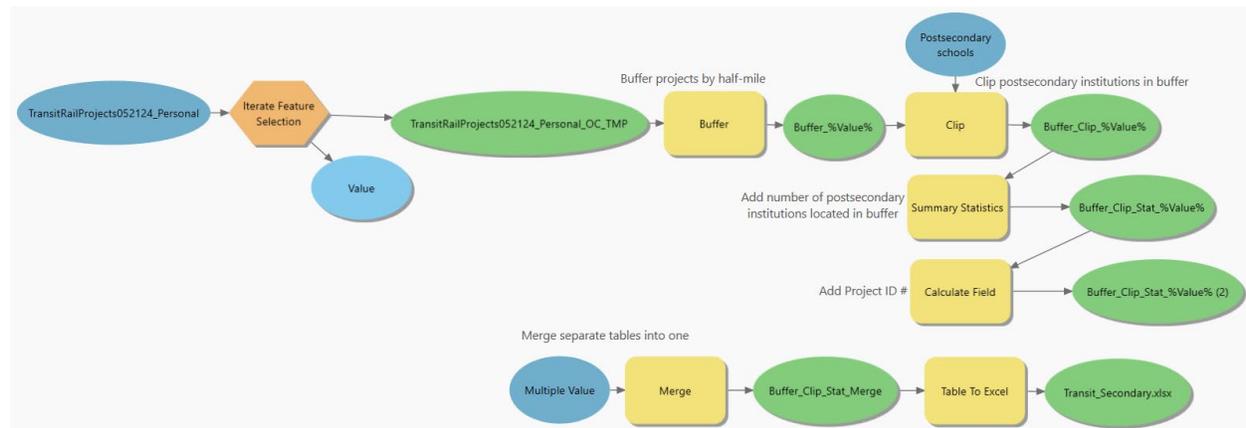
Medical Facilities ModelBuilder Workflow



Postsecondary Institutions

Postsecondary institutions near transit projects were identified and is a metric for the Improve Access to Jobs/Schools parameter. A half-mile buffer surrounding transit projects was created and used to clip postsecondary institutions located within the buffer. The Summary Statistics tool counted the number of postsecondary institutions located within each transit project’s buffer. The project’s statistic tables were merged into one and recorded in the final prioritization analysis workbook. The figure below illustrates the ModelBuilder workflow that conducted count of postsecondary institutions near transit projects.

Postsecondary Institutions ModelBuilder Workflow



Bridge Length

Bridge length is a metric factored in the Cost parameter. The length of potential bridges were identified using ModelBuilder for all project except those listed as roadway intersection and bicycle and pedestrian bridges. The figure below illustrates the ModelBuilder workflow used to determine potential bridge length per project. Segments of projects that intersect with identified flood hazard areas were clipped. The Calculate Geometry Attributes tool determined the length of projects clipped in US survey feet. The projects’ tables that include bridge length were merged to create a single table. The table was recorded in the final prioritization analysis workbook.

Bridge Length ModelBuilder Workflow

