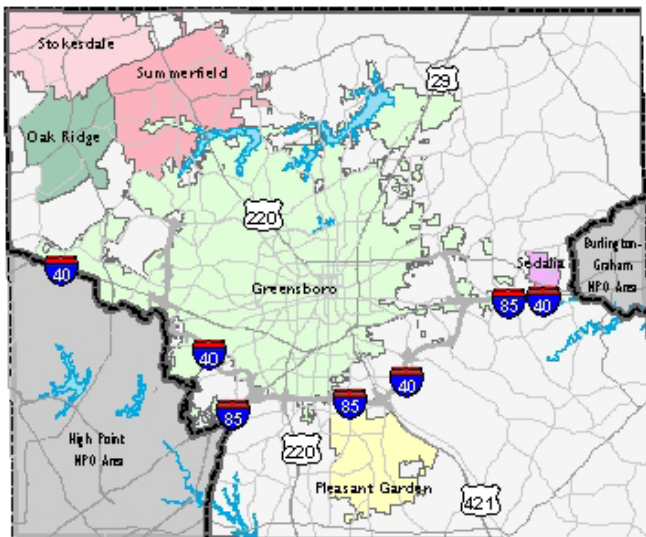


CHAPTER I Introduction and Vision

Metropolitan Transportation Plan: What is it? And why?

The 2040 Metropolitan Transportation Plan addresses surface transportation, including highways, railways, public transit, bicycling, and pedestrians, as well as intermodal connections and connections to aviation. It covers the Greensboro Metropolitan Area including the City of Greensboro, the Towns of Pleasant Garden, Oak Ridge, Sedalia, Stokesdale, Summerfield, and much of unincorporated Guilford County (shown in **Map 1-1**) – an area estimated to include 612 square miles and a population of 385,149 (2013 estimate). Greensboro, the center city, is the 3rd most populous city in North Carolina and the 68th in the United States, according to 2013 Census data.



MAP I-1

The plan provides an assessment of future area transportation needs, issues and recommendations, along with future transportation investment recommendations. The plan was adopted by the Greensboro Urban Area Metropolitan Planning Organization (MPO) in September 2015. The document serves as a resource for area local governments and the NCDOT and will fulfill federal requirements for the Long Range Transportation Plan.

The 2040 Plan has been developed to reflect and complement various community and regional plans and major studies including the Greensboro Connections 2025 Comprehensive Plan, Guilford County and Area

Plans, Town land use plans, the Greensboro Urban Area Bicycle, Pedestrian and Greenways Master Plan, the MPO Congestion Management Process, GTA long range public transportation plan (Mobility Greensboro) and short range plans, PART studies for regional transit and land use, Triad Traffic Demand Model development, work of the Piedmont Land Conservancy (Piedmont Greenway), and NCDOT Projects and Studies.

This transportation plan includes:

- Review of existing and projected future conditions including infrastructure and travel demand;
- Assessment of reasonably foreseeable future transportation investment levels;
- Assessment of environmental constraints;
- Transportation policy findings and recommendations;
- Recommended future transportation investments by future network year;
- Discussion of expected revenue shortfalls and needs that may go unmet;
- Demonstration of conformity to air quality requirements;
- Maps and summaries of public involvement and technical analysis.

The Vision

The 2040 Plan succeeds the previous 2035 Plan Update adopted January 2013. The 2040 Plan updates this framework using new tools and data, additional analysis, and additional public involvement activities. The 2040 Plan vision is listed below:

To develop and maintain a safe, efficient, and environmentally compatible transportation system that provides convenient choices for accessing destinations throughout the Greensboro Metropolitan Area and the Triad, including well-integrated, connected public transportation, pedestrian, and bicycle networks.

This vision reflects the need for a balanced transportation system that provides a range of convenient transportation choices, with strong support for: strategic investment in the highway system, expanded pedestrian and bicycle

facility networks, and enhanced and expanded public transportation services.

Key Goals

The 2040 Transportation Plan has nine key goals. Supporting the realization of these comprehensive goals is a chief function of the Plan. The goals are to:

- Support the economic vitality of the metropolitan area, the Triad, and the state;
- Improve accessibility and mobility for people and freight;
- Increase the safety and security of the transportation system for all users;
- Enhance the quality of life of the metropolitan area;
- Protect and enhance the natural and human environment;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Expand opportunities for travel choices including public transportation, walking, and bicycling;
- Promote efficient transportation system management and operations;
- Emphasize the preservation and maintenance of the existing transportation system.

Federal Requirements

The MTP incorporates a wide range of federally mandated analyses and process steps. New surface transportation authorization legislation known as Moving Ahead for Progress in the 21st Century (MAP-21) was enacted July 6, 2012. MAP-21 requirements for the MTP are very similar to the previous transportation authorization, SAFETEA-LU including addressing eight planning factors, analyzing future conditions on the transportation system, air quality analysis, and a fiscally constrained financial plan. The eight planning factors listed below overlap with the key goals of the plan. Promoting the planning factors is a primary goal for the MTP.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;

- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation and;
- Emphasize the preservation of the existing transportation system.

The inclusion of performance measures and targets in the MTP is a significant change between MAP-21 and SAFETEA-LU. MAP-21 mandates performance measures at the national, state, and MPO levels. As this Plan was already under development when MAP-21 was adopted full implementation of the new requirements will be included in the next MTP update. However, a brief discussion on performance measures identified at the State level is included in the Travel Management Strategies Chapter. The 2040 Plan does include performance measures relating to roadways, transit, bicycle & pedestrian, and maintenance drawn from the Congestion Management Process.

Statewide Transportation Plan

The North Carolina Board of Transportation adopted



the 2040 Statewide Transportation Plan August 2012. The 2040 Plan is the first update to the original plan known as the 2030 Plan. The plan is a blueprint for setting investment and policy priorities for North Carolina's transportation system over the next thirty years. The development of the plan was based on technical analysis and public outreach while focusing on six Guiding Principles:

- Maximize economic opportunity;
- Maintain transparency;
- Improve modal systems;
- Promote long-term viability of environmental systems;
- Recognize the growing diversity and mobility needs;
- Provide for the security of NC's residents and its economy.

Major components of the 2040 Plan include:

1. Systems inventory and modal needs,
2. Strategic policies, processes, and programs,
3. Financial plan and investment strategies,
4. Challenges and opportunities, and
5. Plan implementation.

The 2040 Plan lays out the investment priorities for the future and will have a significant impact on which projects receive funding across the State.

Challenges for the 2040 Plan

The 2040 Transportation Plan was developed in the context of current challenges facing the area, the metropolitan planning process, the state, and the nation. These challenges include:

- Pressures from continued growth of population, employment, and infrastructure and concurrent demands on infrastructure capacity and maintenance;
- Community needs and expectations for economic development, quality of life, all of which are integrally tied to transportation improvements and maintenance;
- The challenge of meeting key investment needs in the context of general fiscal strain at all levels of government;
- A political environment in which transportation funding challenges at all levels of government

have yet to be substantially resolved through national, state, and local action.

- A planning environment in which performance measurement, enhanced data collection, and new approaches to analyzing problems are expected to take center stage.



This page is intentionally left blank.
