



# Make NC a Leader in Active Transportation Investments

## A Triangle Metro Region Transportation Priority

Reinstate funds for economically beneficial and safety-focused bicycle and pedestrian projects and programs.

Whether it's a critical link to attract tourism on the East Coast Greenway, an important sidewalk connection to make travel to school safer, or a Main Street bike and pedestrian project to serve businesses, state funding provides crucial leverage for federal funds and local contributions.



- 16% of crash fatalities are either pedestrian or cyclists-

North Carolina and the Triangle Metro Region should prioritize active transportation investments that support healthy and safe communities. Two initial focus areas can be:

- Improved implementation of **Complete Streets** projects and
- **Active Routes to School** approaches that have demonstrated health and academic performance benefits.

### Complete Streets

**What success looks like:** NCDOT Complete Streets policy implementation is based on the characteristics of corridors and the needs of users, not on the type of facility that is built or the community it is in. NCDOT, MPOs and local communities seamlessly blend federal, state and local funds to achieve results.

#### A Successful Complete Street



#### Key Policy Elements

- Restore state funding to independent active transportation projects, so all modes are on a level playing field.
- Create an easy method for facility maintenance.
- Lower the local match requirements to incentivize more investments.

#### Triangle Projects That Could Benefit

- NC 98 Corridor
- I-40 Bikeway

## Active Routes to School

**What success looks like:** School systems and local communities – with support from the MPOs and NCDOT – continue to expand the reach of the Active Routes to School (AR2S) program, both at existing schools and in the earliest stages of planning for new schools.

### A Successful Active School



### Key Policy Considerations

- Physical activity has a proven positive impact on learning and health.
- Schools that participate see improvements in academic performance as well as classroom behavior.
- Working together, NCDOT and MPOs can emphasize the use of flexible funding for active routes to school investments.
- Each student who can walk or cycle can mean one fewer parking space or car in the pick-up line.

## Next Steps for the Metropolitan Planning Organizations

- Track the progress of complete streets implementation on state and municipal road projects, including cost and design details.
- Work with NCDOT to propose modified procedures and standards that can make the design, funding, and maintenance of complete street elements easier to accomplish.
- Prioritize implementation of active transportation projects through existing programs, and focus recommendations for these projects when developing plans and studies.
- Work with legislators to restore the ability to use state funds for stand-alone bicycle and pedestrian projects.

## How to Support Active Transportation Investment in Your Community

- Local staff can reach out to school principals and PTAs to help organize 'walking and cycling school bus' efforts.
- Local staff and pedestrian and bicycle advisory boards can work with the school system to ensure the earliest stages of school siting and design include features that make walking and cycling to campuses safe and inviting."
- Make sure that active transportation investments and strategies are infused in all local land use and transportation planning efforts.



# Strengthen Support for Demand Management & Technology

## A Triangle Metro Region Transportation Priority

Grow state investment in Transportation Demand Management (TDM) and technology applications such as ramp-metering and managed motorways.

The most cost-effective dollar spent is on efficiently managing the demand for the supply of roads we already have. Working with employers on ways to offer workers alternatives to peak-hour, drive-alone commuting and deploying technologies to maximize the roadway supply are key elements of the smart city movement.



*- The Triangle TDM program has reduced vehicle miles traveled by nearly 280 million miles over the past 5 years -*

The Triangle Metro Region can be a leader for the state in deploying emerging technologies and demand management solutions that optimize roadway and transit capital projects. Two initial focus areas can be

- Taking the already successful **Regional Transportation Demand Management Partnership** to the next level and
- A three-pronged approach to **Smart Cities Technology Applications** that optimizes how we travel and paves the way for automated, connected vehicles.

## Regional Transportation Demand Management Partnership

**What success looks like:** NCDOT, the Triangle Metro's MPOs and other regions collaborate to recruit, recognize and reward employers and communities that implement Transportation Demand Management practices.

### Employer Success



### Key Ingredients

- A regional collaboration between NCDOT, both MPOs and Triangle J COG with a dozen service providers selected through a competitive process
- Employer-focused with emphasis on anchor institutions, city centers and the RTP
- Coordinated outreach and marketing efforts
- Baseline benefits through GoTriangle, including rideshare matching, emergency ride home and GoPerks reward program

### Success Metrics (FY18)

- 5.7 million vehicle trips avoided
- 63 million commute miles reduced
- 2.6 million gallons of gas saved
- 31 designated Best Workplaces for Commuters

**What success looks like:** Technology applications that don't let uncertainty keep us from taking evidence-based steps to better manage freeways, local streets and travel in our region's hubs.

## Active Freeway Management



- Melds communications, controls and optimization strategies
- Reduces delay and increases reliability
- Provides as much as an additional lane of freeway capacity
- More cost-effective than traditional road projects
- Can be used with managed lanes and toll facilities

## Traffic Signal Systems



- Integrated, community-wide network for maximum benefit
- Linked to a traffic management center.
- Efficient congestion management and faster incident response.
- Key element for connected & automated vehicle infrastructure.

## Mobility in Regional Hubs



- City centers and anchor institutions like universities and medical centers are key destinations
- Combination of technology, pricing and parking strategies
- Actions that are people-friendly rather than vehicle-oriented
- Recent Bloomberg Mayors Challenge grant in Durham can be an early demonstration

## Next Steps for the Metropolitan Planning Organizations

- Work with NCDOT to utilize unspent federal Congestion Mitigation and Air Quality (CMAQ) funding on eligible TDM and technology projects.
- Work with NCDOT and other MPOs to create a tiered "best in class" statewide recognition program for employers and communities that institute TDM programs.
- Strengthen relationships with non-traditional partners involved in technology development and deployment that can benefit the region.
- Work with state officials to reinstate the ability of local communities to adopt TDM ordinances in places where criteria for travel alternatives can be met.

## How to Support TDM and Technology in Your Community

- Engage large employers, including local government, on the merits of implementing a TDM program.
- Seek opportunities to establish or participate in pilot or demonstration programs for emerging technologies.
- Work with NCDOT and the MPO on signal system and active freeway management opportunities.

