



NORTH CAROLINA

Department of Transportation

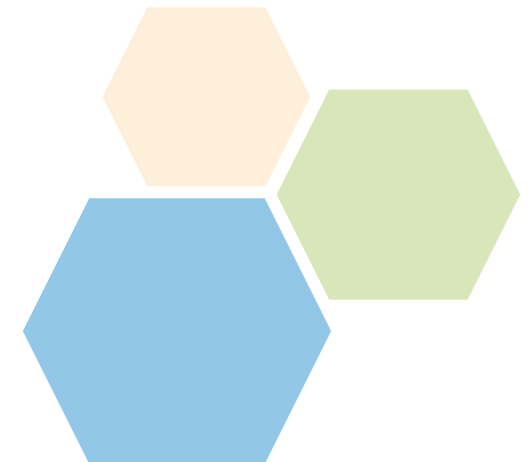


Advancing Multi-Modal Transportation in North Carolina

Julie White, Deputy Secretary of Multi-Modal Transportation

Agenda

- Goals
- Why
- Highlighted projects in each mode
- Hurdles
- NCDOT's role
- Future of Multimodalism



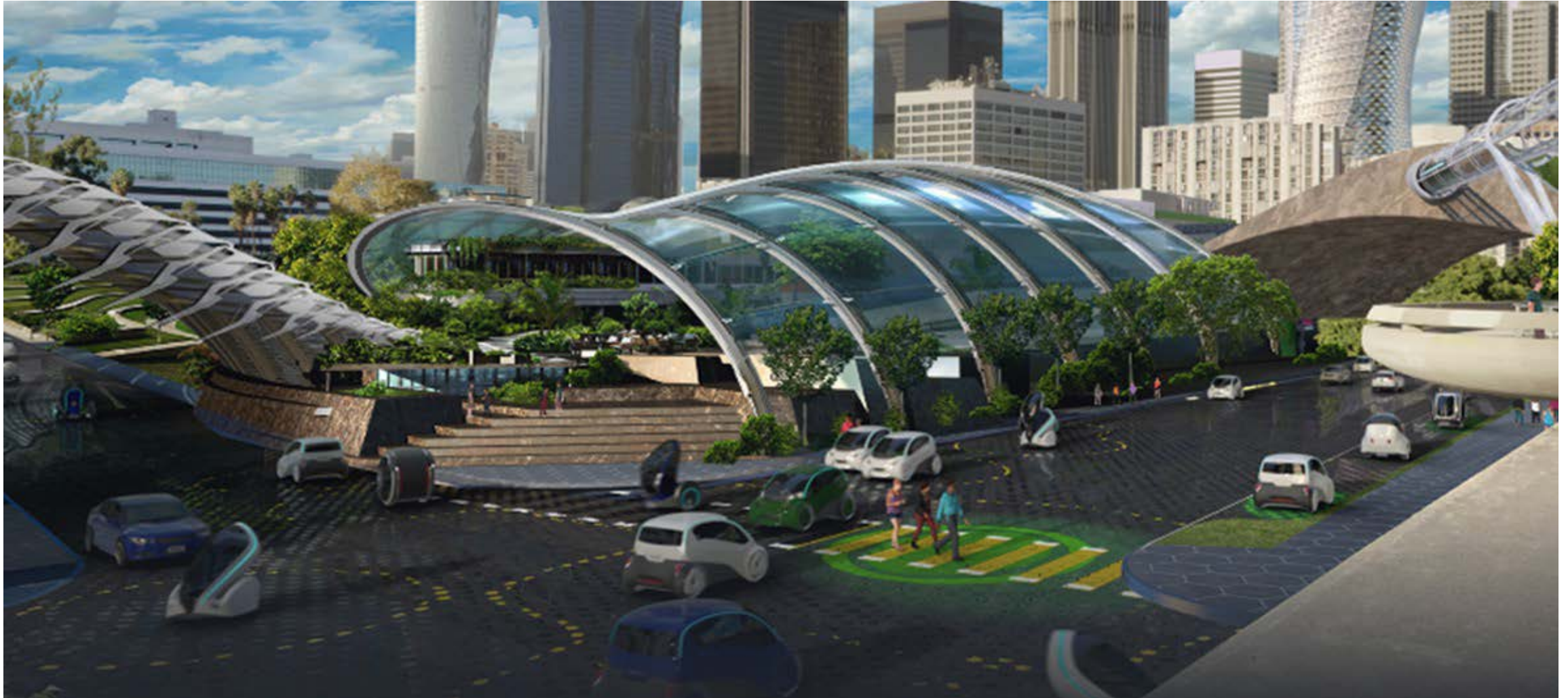
Goals of the N.C. Board of Transportation Multi-Modal Committee

MPO Board 3/14/2018 Item 7 Additional Handout

- ✓ Advance multi modalism such that the non-highway modes are thought of as “real” modes of transportation
- ✓ Advance a greater number of multi-modal projects through planning and construction



What does the future hold?



High quality economic
development is rooted in
vibrant communities

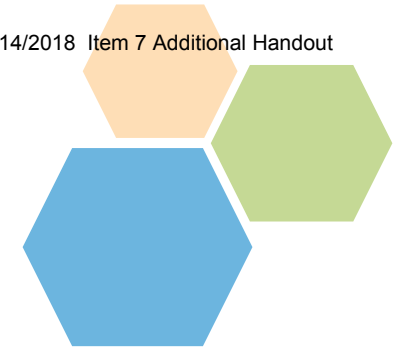


MPO Board 3/14/2018 Item 7 Additional Handout



The millennial workforce is seeking walkable, vibrant communities

MPO Board 3/14/2018 Item 7 Additional Handout



“Probably for the first time in history, instead of people moving where jobs are, jobs

“Probably in other words, high-growth firms cluster in both urban centers and suburban areas that are dense, diverse, walkable, vibrant, and served by transit.

– *citylab.com*

– *citylab.com*

– *New York Times*

– *citylab.com*

transportation. Fifteen percent live in the ZIP code where they work.

– *New York Times*

Local governments are making multimodal investments

MPO Board 8/14/2018, Item 7 Additional Handout

Raleigh voters greenlight transportation bonds



Nov. 2017 – wral.com

Charlotte voters back bonds for housing, roads, neighborhood upgrades



Nov. 2016 – Charlotte Observer

Kinston Riverwalk



Lumberton Bicycle Paths and Lanes



Cyclists spend \$7.2M/yr. in four most western counties





MULTI-MODALISM

**a key part of a state's
and city's winning
economic development
and talent attraction
strategy**

MPO Board 3/14/2018 Item 7 Additional Handout

Our Multi-Modal Utopia: Ocracoke Island



Aviation Entitlement Appropriation



\$40M FY17-18
\$75M FY18-19



Rail: Projects that move freight and people



Public Transportation: SPOT 5.0

Video:

<https://www.youtube.com/watch?v=gasAoFqlkxg>



BRT 4 \$737M
CRT 7 \$10B
LRT 1 \$2.5B

Bicycle and Pedestrian Investments

Economic Benefits

The Brevard Greenway generates an annual economic impact of \$1.5 million
- ITRE

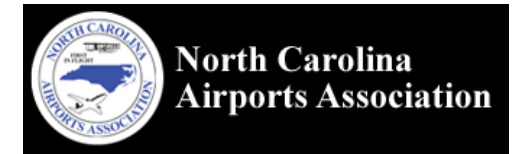
Healthcare Savings

\$1 invested in bicycle & pedestrian infrastructure results in a savings of \$3 in medical expenses
- North Carolina Medical Journal

Improved Safety

Paved shoulders reduce pedestrian crashes by 71% and bicyclist crashes by 13%
- FHWA

Partnerships are the key to success



What is the NCDOT Role?



Next Steps

What can you do to help advance the goals?

- Input and support from the Multimodal Committee of the NCBOT
- Input from the modes
- Input from stakeholders

