



# US-70 Multimodal Corridor Study

A large, stylized graphic at the bottom of the slide, featuring a blue wave-like shape with a green and orange interior, and the text "DCHC MPO" overlaid.

DCHC MPO

# Outline

- Background
- Existing Conditions
- Public Engagement
- Multimodal Corridor Plan
  - Policy, Infrastructure and Funding
  - TOD, TEC, Multimodal and Complete Streets
- Action
  - Mebane & Hillsborough
  - County

# Background



# Background



Bike/Ped. & Intersections



Urban and Rural

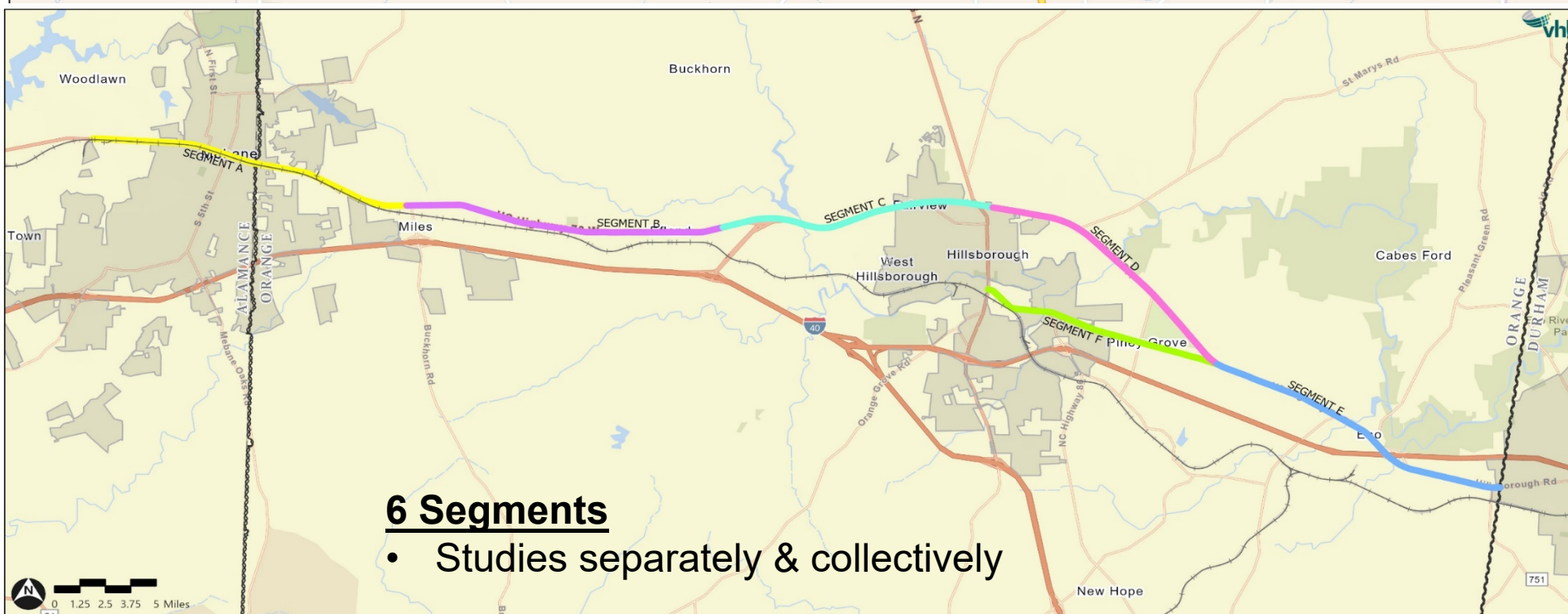
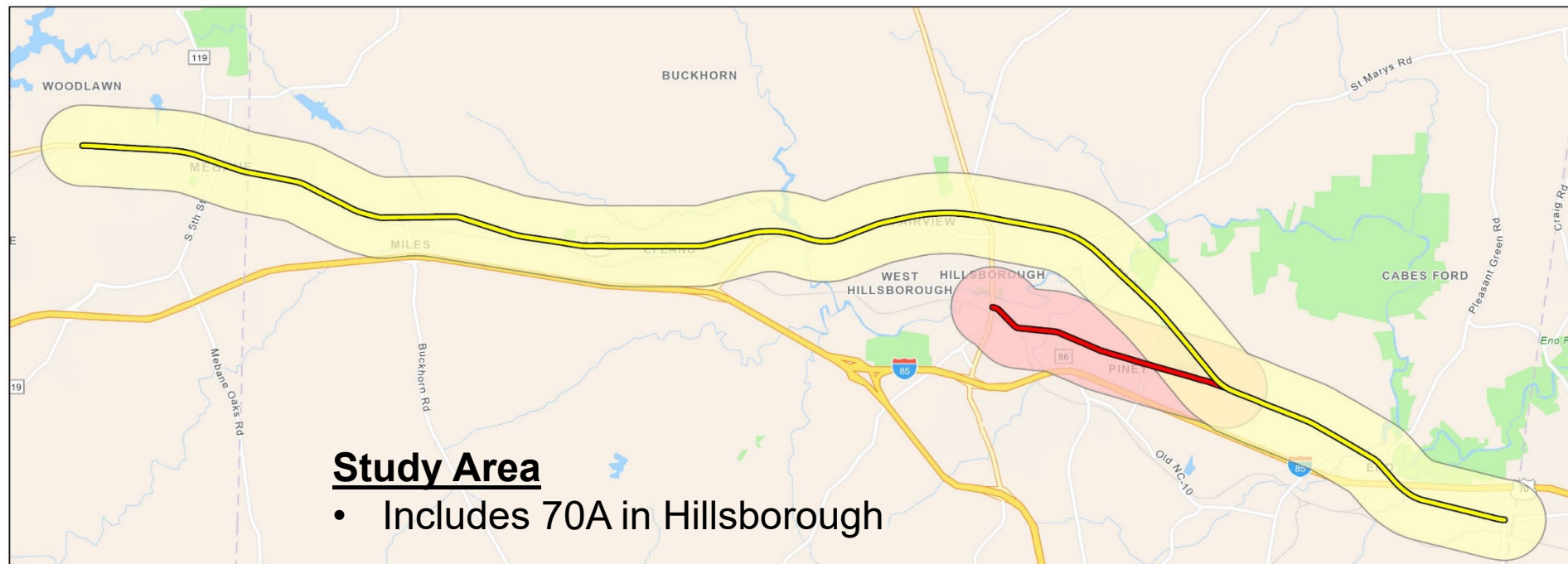


Rail, Vehicle, & Transit



Freight





# Existing Conditions

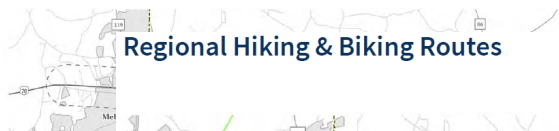


## Water Quality, Sources, & Watersheds

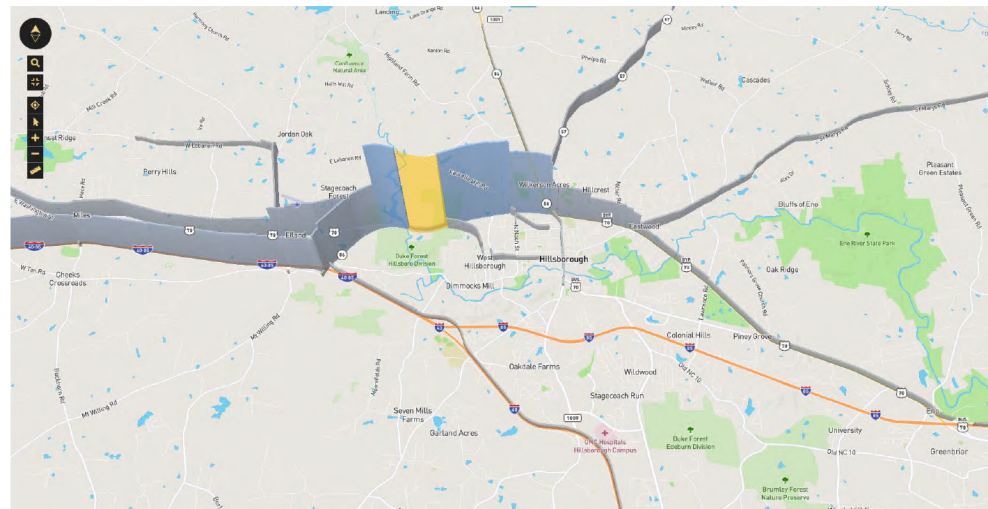


- 1.1 Introduction .....
  - 1.1.1 Study Purpose .....
  - 1.1.2 Study Context .....
- 1.2 Transportation Infrastructure .....
  - 1.2.1 US 70 Roadway Design Elements .....

## Existing Transit Routes



## Distribution of US 70 trips for point west of West Hill St (2019 StreetLight LBS Data)



US 70 Multimodal Corridor Study

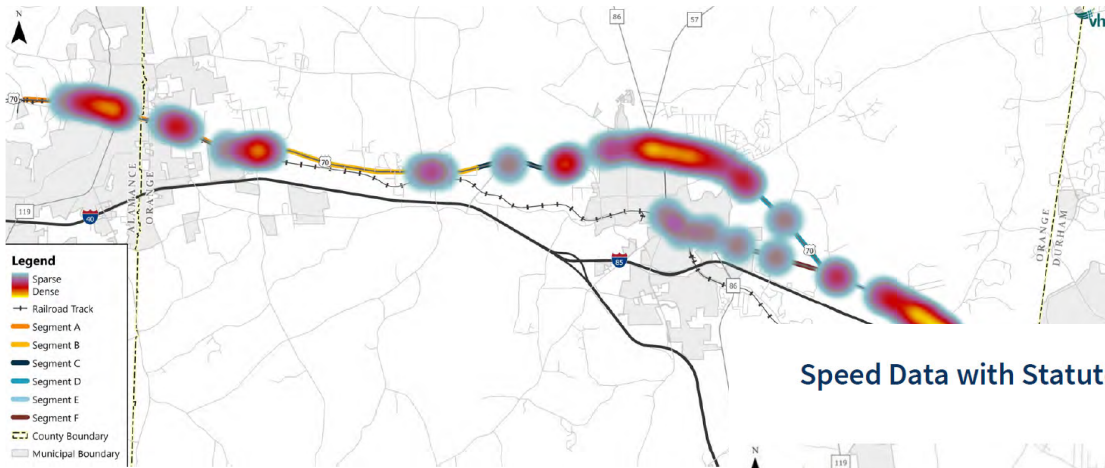
## Including:

- Traffic Volume
- Level of Service
- Heavy Truck
- Peak & non-Peak
- Off-road crashes



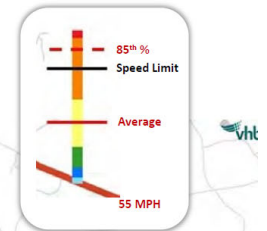
# Existing Conditions

## Crash Density

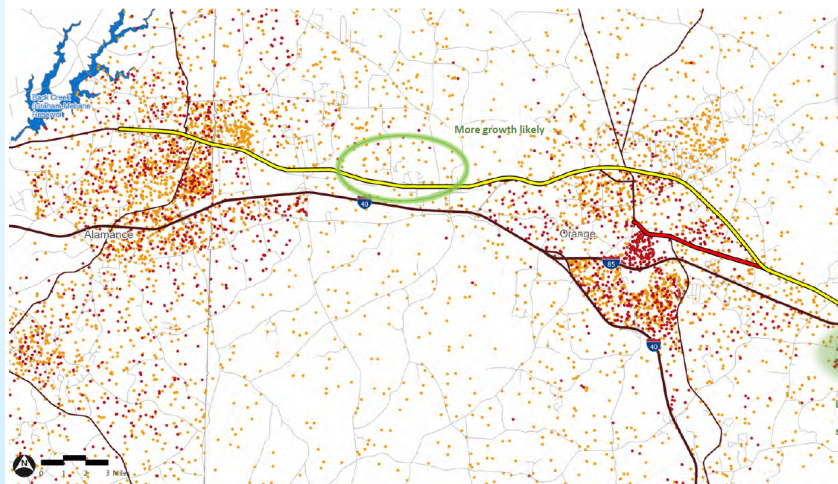


- Increased Crashes
- Increased Speeding

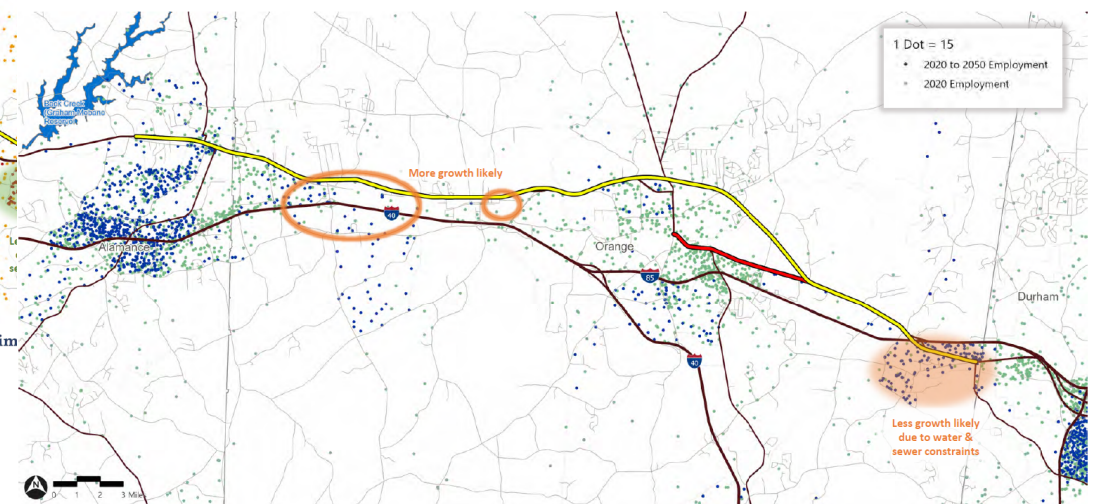
## Speed Data with Statutory Limits



## Population Growth, 2020 to 2050



## Employment Growth, 2020 to 2050



- Increased Rural Population
- Increased Rural Employment

# Public Engagement

All publications and Interactive Map



Project website

## Documents

Keep an eye on this page for the periodic uploading of documents that have been prepared to either inform the multimodal study or to summarize public and stakeholder input received during the planning process.

### Existing Conditions

 [Existing Conditions Report](#) (PDF, 15.0MB) **NEW**

### Market Analysis

 [Real Estate & Economic Development Assessment](#) (PDF, 18.0MB) **NEW**

## Public Workshops

### Round 2 - November & December 2023

#### Presentations:

 [Round 2 Workshop Presentation - Mebane](#) (PDF, 12.6MB) **NEW**

 [Round 2 Workshop Presentation - Hillsborough](#) (PDF, 13.5MB) **NEW**

 [Round 2 Workshop Presentation - Orange County](#) (PDF, 14.2MB) **NEW**

#### Videos:

 [Recording of the Mebane public workshop](#) (video) **NEW**

 [Recording of the Orange County public workshop](#) (video) **NEW**

### Round 1 - March 2023

 [Round 1 Workshop Presentation - March 2023](#) (PDF, 18.0MB)



# Public Engagement

## Project Schedule



## Community Meetings Round #1

- ★ **MARCH 7 | 5:00 - 7:00 PM**  
Passmore Center  
103 Meadowlands Dr.  
Hillsborough, NC 27278
- ★ **MARCH 9 | 5:00 - 7:00 PM**  
Mebane Arts and Community Center  
633 Corridor Street  
Mebane, NC 27302
- ★ **MARCH 14 | 5:00 - 7:00 PM**  
Town Hall Annex  
105 E Corbin Street  
Hillsborough, NC 27278

## Your Input is Needed!

Please visit the project website ([www.us70west.com](http://www.us70west.com)) to sign up for project updates. The website includes an online map to virtually provide your comments and concerns regarding the U.S. 70 West Corridor. We would like to hear where you might also like to see improvements including bicycle and pedestrian connections, and enhancements to local and regional bus service and facilities.

The meeting will be an open house informational meeting with a short presentation at 5:00 and 6:00 PM. There will also be an opportunity for interactive activities to express your thoughts as well as speak directly with study team members.

## Other Ways to Get Involved

Visit the project website to sign-up for email updates ([www.us70west.com](http://www.us70west.com)), provide more comments, and review project materials.

## PROJECT CONTACT

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Project Manager, Orange  
County Public Transportation  
(919) 245-2007  
[ntrivedi@orangecountync.gov](mailto:ntrivedi@orangecountync.gov)



## US 70 Multimodal Corridor Study Community Meeting Notice

The Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC-MPO) is conducting a study of **U.S. 70 West, from NC 119 in Mebane to U.S. 751 in Orange County**. The Study will provide recommendations for future development of the transportation corridor with specific focus on multimodal facilities.

A series of three Community meetings to share improvement recommendations and get feedback on priorities will be held in the locations listed below. Light refreshments and a Playzone for kids will be provided at each meeting. All meetings will have an associated Zoom link for virtual attendance and will be available on the project website. Please visit the project website or reach out to the project team for any questions.



## Community Meetings Round #2

- ★ **SUNDAY, NOVEMBER 19TH**  
**2:00-4:00 PM**  
Mebane City Hall  
106 East Washington Street  
Mebane, NC 27302
- ★ **SATURDAY, DECEMBER 2ND**  
**2:00-4:00 PM**  
Town of Hillsborough Town Hall  
105 East Corbin Street  
Hillsborough, NC 27278
- ★ **SATURDAY, DECEMBER 9TH**  
**2:00-4:00 PM**  
Whitted Building, Main Meeting Room  
300 W Tryon Street  
Hillsborough, NC 27278

## Need a Ride?

Orange County On-Demand services are available. Learn more by calling (919-245-2008) or check out the Mobility on Demand (MOD) Service website for more information here: <https://www.orangecountync.gov/2624/MOD>

## Project Website



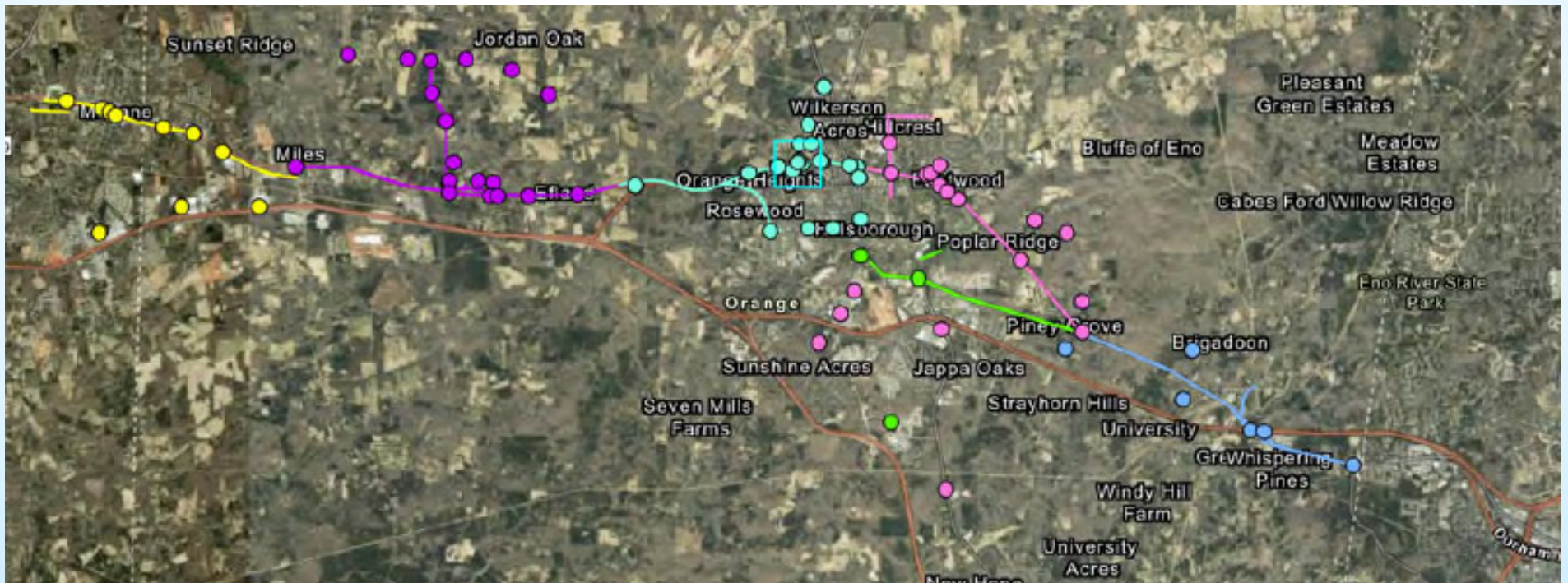
The updated project website ([www.us70west.com](http://www.us70west.com)), accessible by scanning the QR code, is a convenient resource for tracking the progress of the study, providing feedback, and checking the schedule and location of outreach activities.

1<sup>st</sup> Round Workshop  
March

2<sup>nd</sup> Round Workshop  
November/December

# Public Engagement

- Relieving vehicular congestion
- Slowing down speeds of cars
- Improving intersections and crosswalks
- Maintain the character of the corridor
- Providing more bus, pedestrian and bicycle connections
- Improved access and circulation into schools.





# Multimodal Corridor Plan – G & O



## **Mobility**

- Manage traffic congest
- Prioritize bike/ped.
- Improve transit access



## **Placemaking**

- Transportation investment protect community character
- Prioritize bike, ped, and transit in urban areas



## **Safety**

- Improve comfort for non-automobile users
- Work towards Vision Zero
- Reduce pedestrian-automobile conflicts



## **Job Access**

- Improve access to jobs in and outside corridor



## **Natural Environment**

- Improve multimodal access to parks
- Reduce wildlife-automobile conflicts

# Multimodal Corridor Plan – Policy

## Extend sidewalk connectivity to anticipated growth areas.

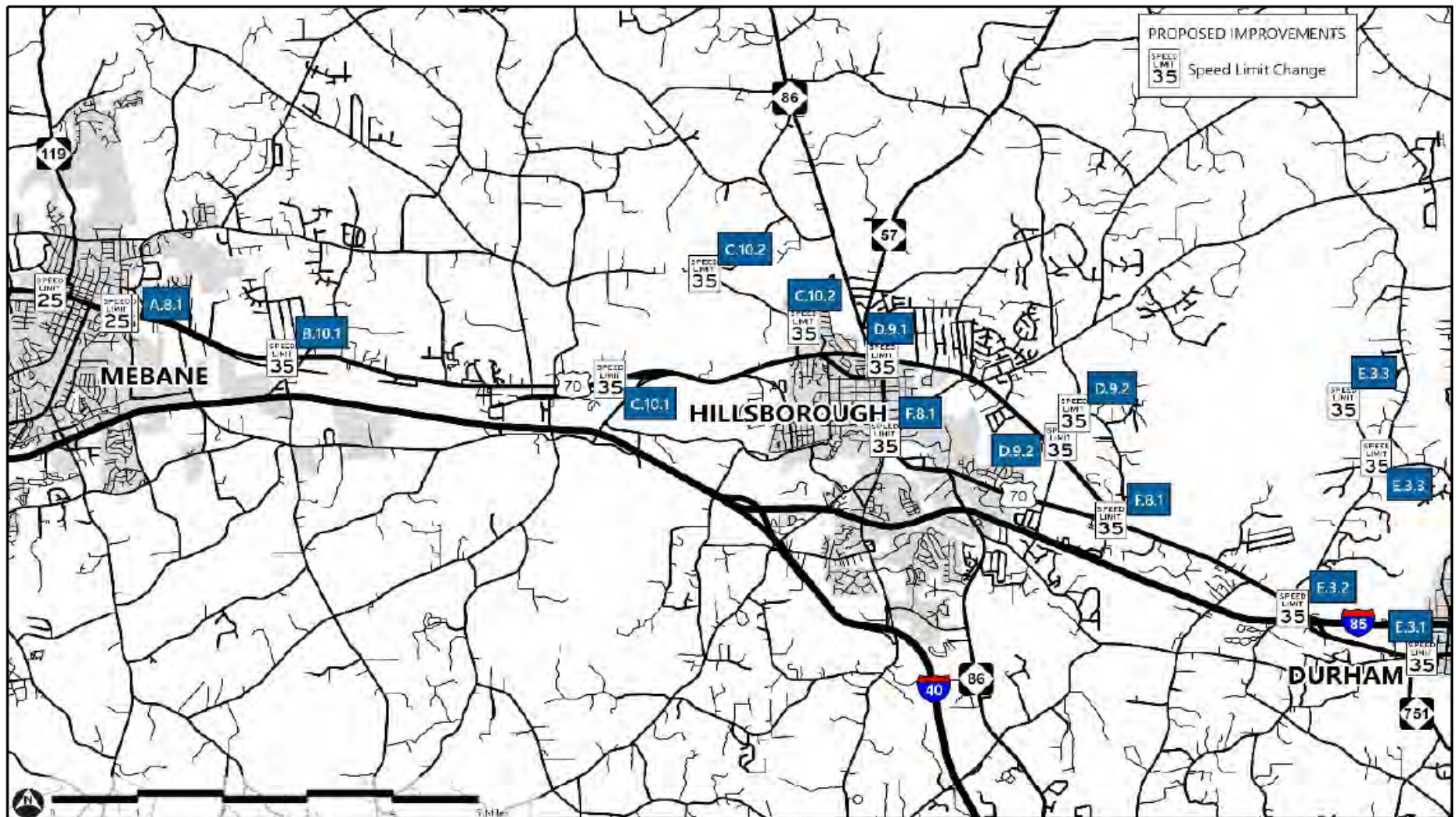
- Establish a maintenance agreement between NCDOT and Orange County for new and existing pedestrian facilities on US 70.
- Require developers building on land parcels fronting US 70 to either construct sidewalk along their frontages, dedicate ROW for future construction, or pay in lieu.

## Manage travel demand for future development in the Efland-Buckhorn-Mebane economic development area.

- Update the *Efland-Buckhorn-Mebane Access Management Plan* to include pedestrian, bicycle, and transit connectivity recommendations.



# Multimodal Corridor Plan – Speed



### Figure 22 Speed Limit Changes

Speed Limit Changes → Preferably 35 miles per hour  
NCAMPO 2024 – Drive Slower, Travel Faster

# Multimodal Corridor Plan – Intersection

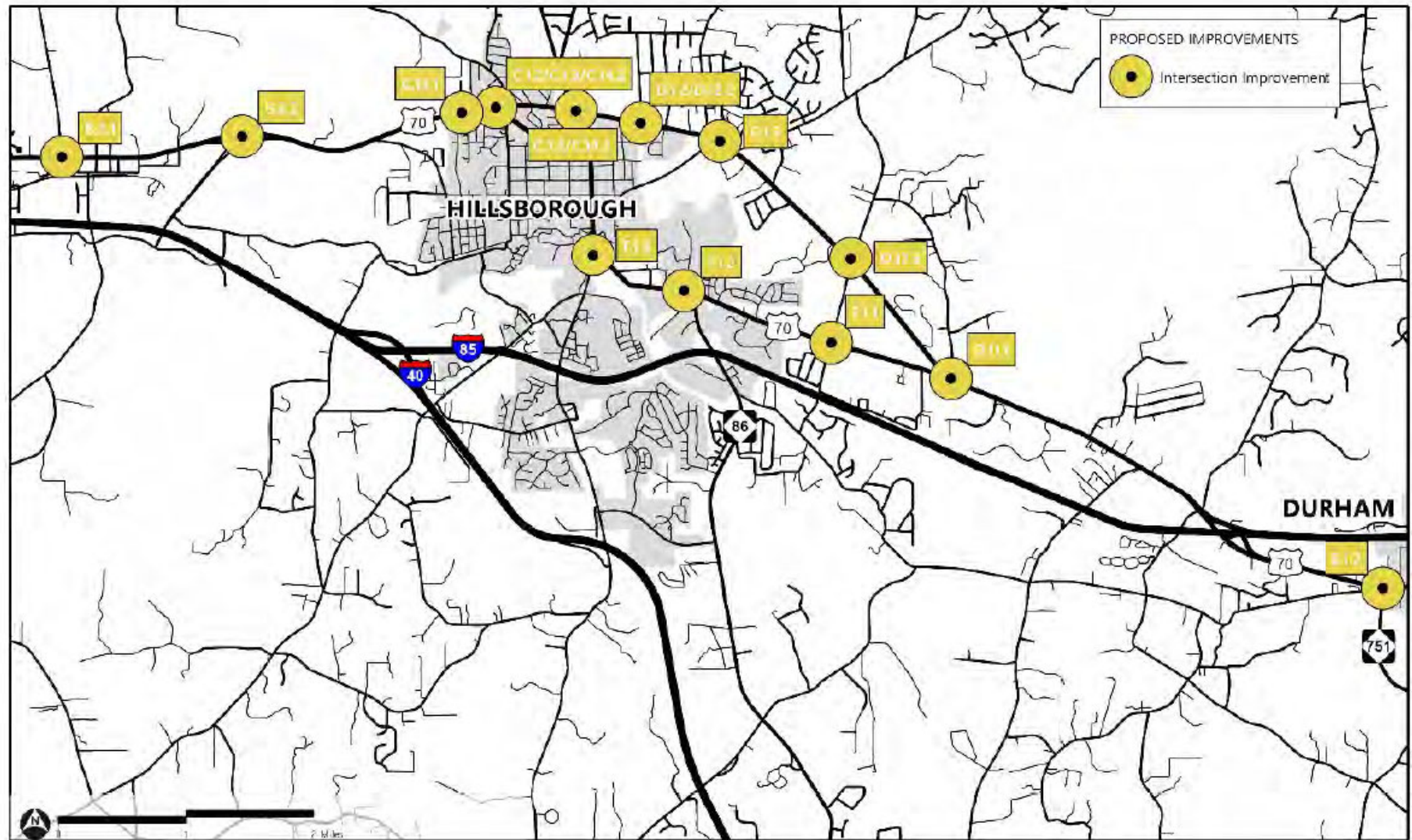
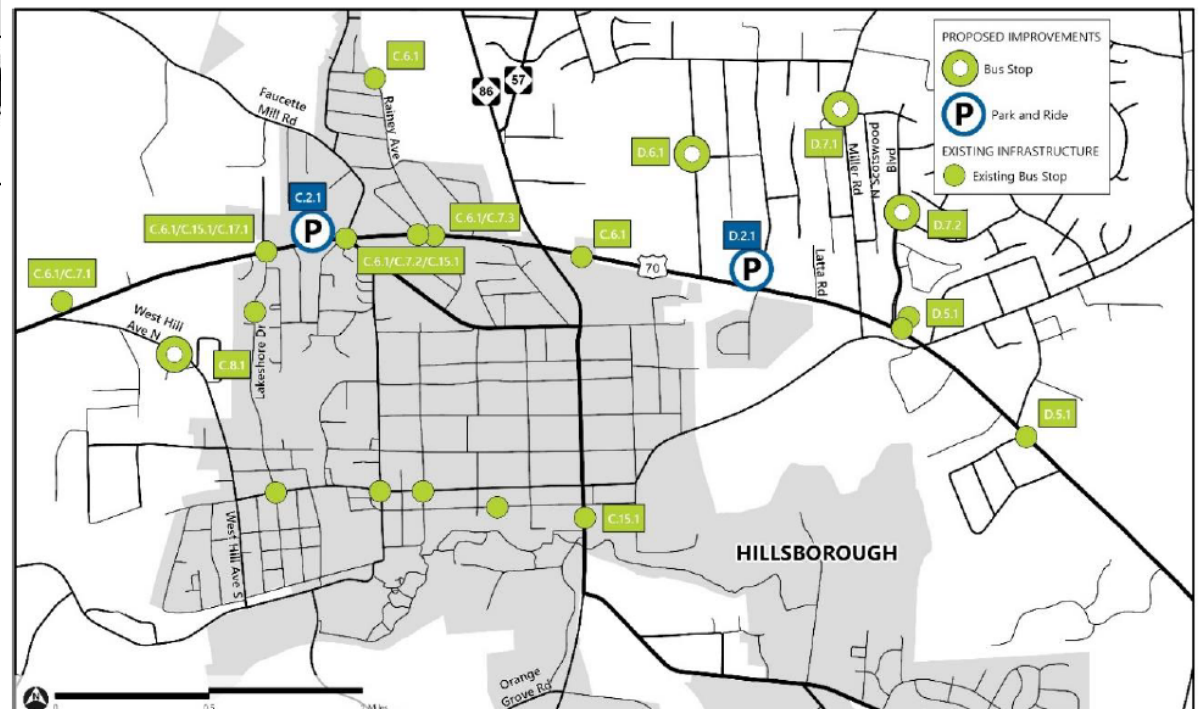
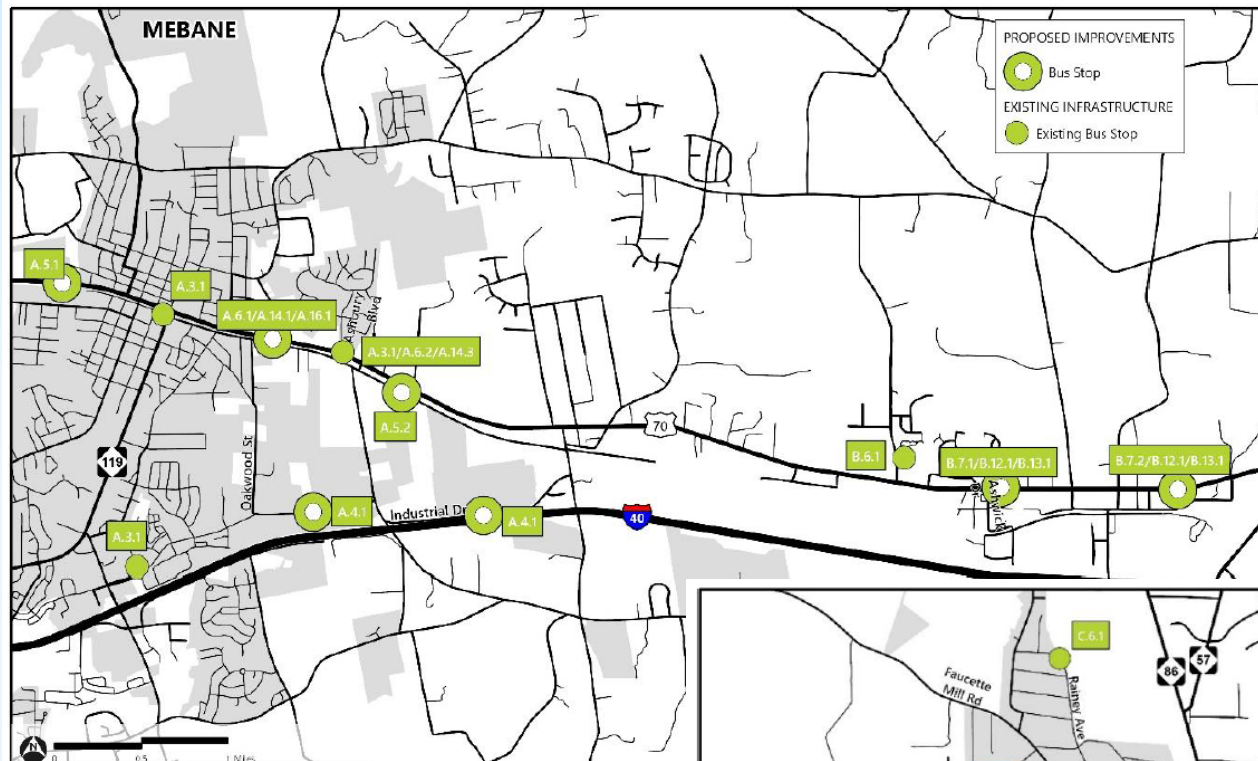


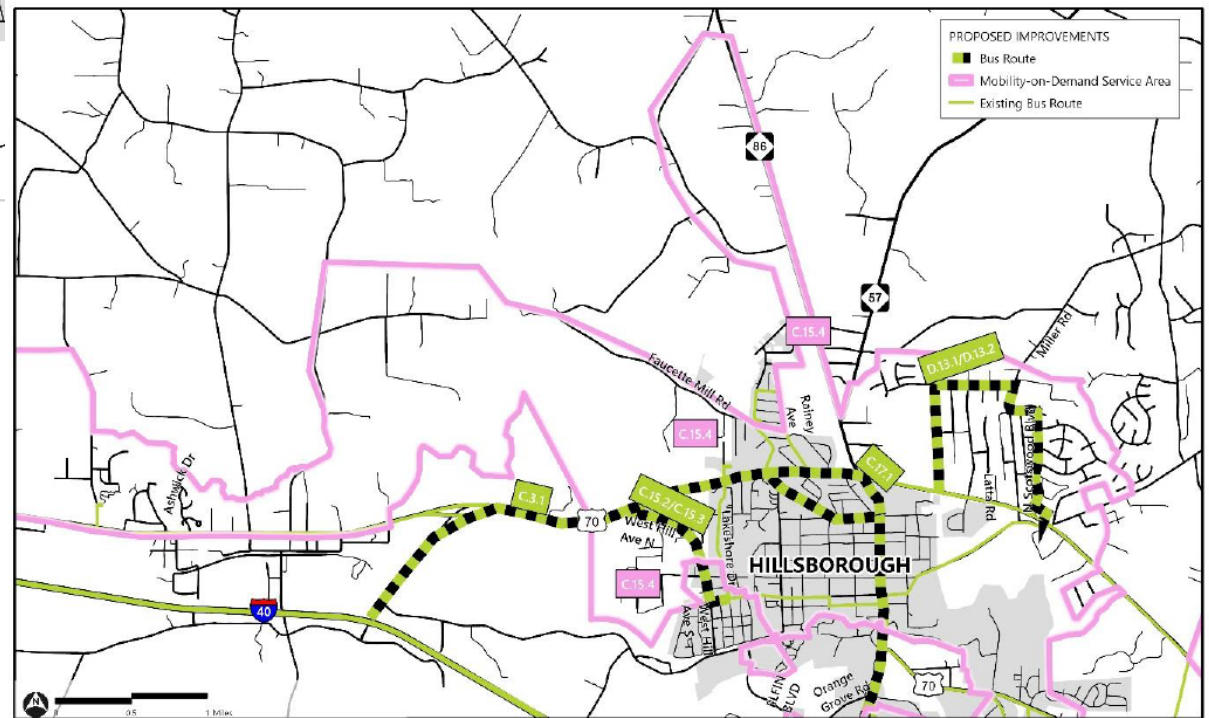
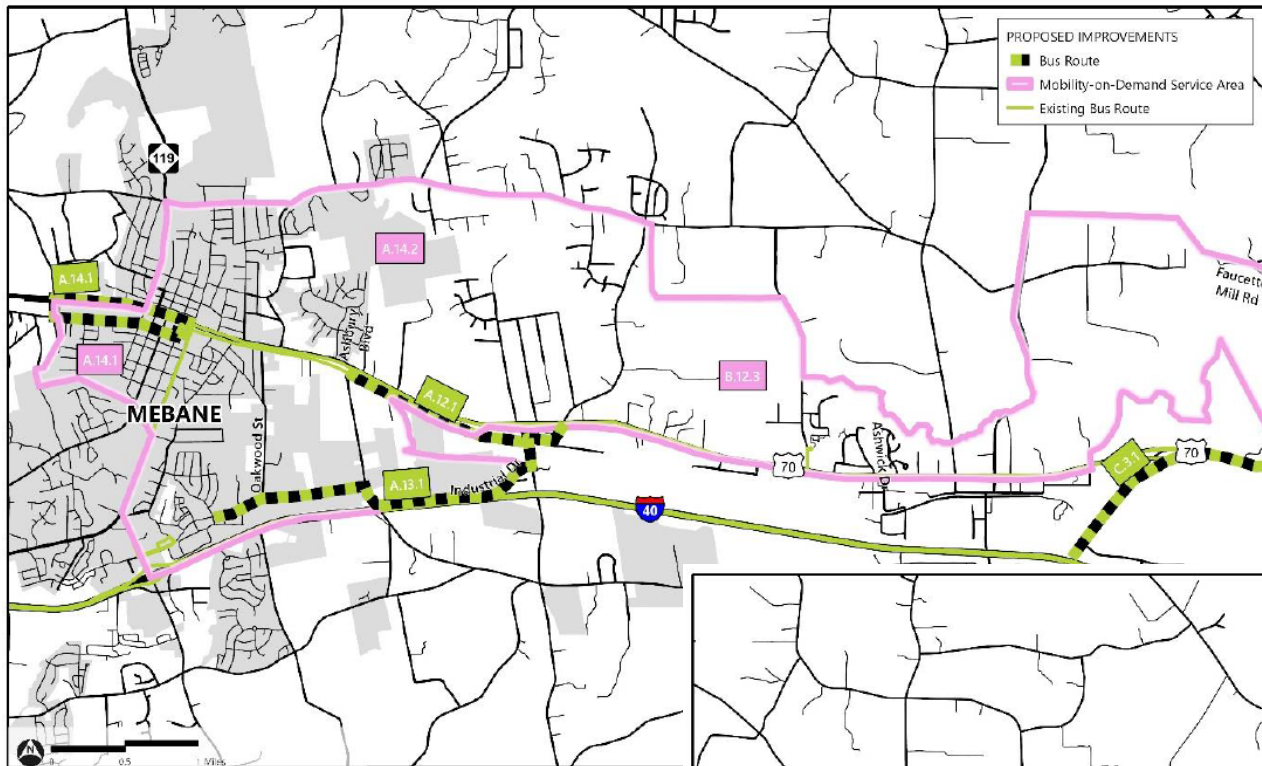
Figure 21 US 70 Recommended Traffic Operational Improvements



# Multimodal Corridor Plan – Transit stops

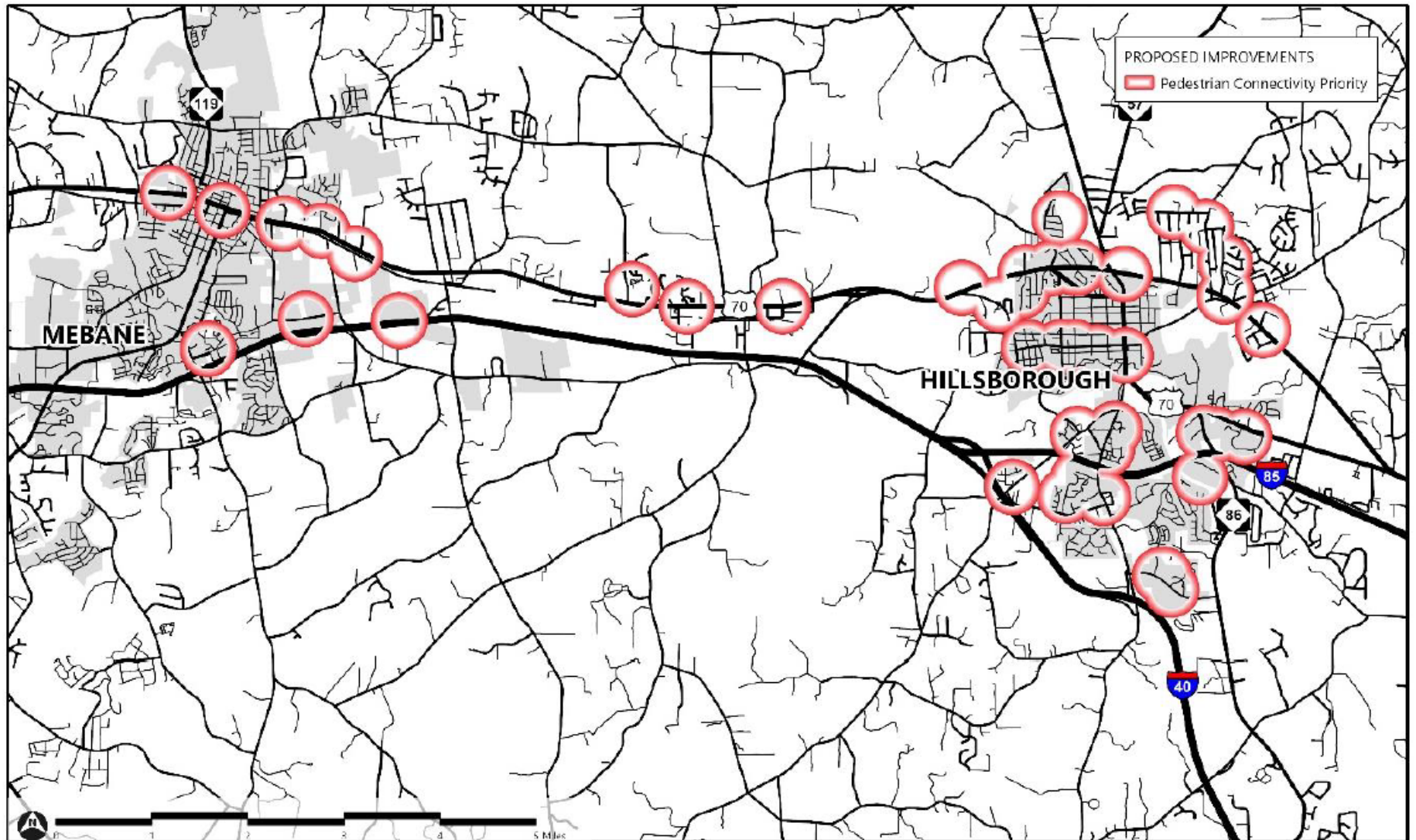


# Multimodal Corridor Plan – Transit Access

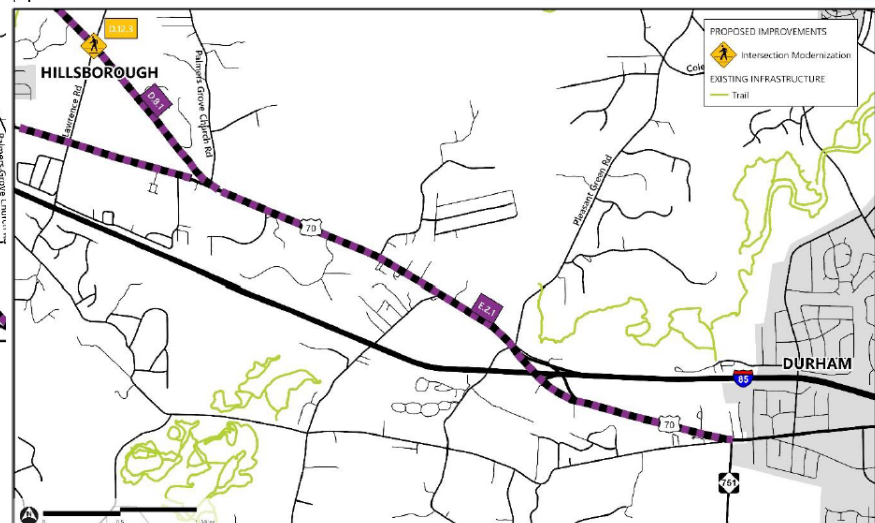
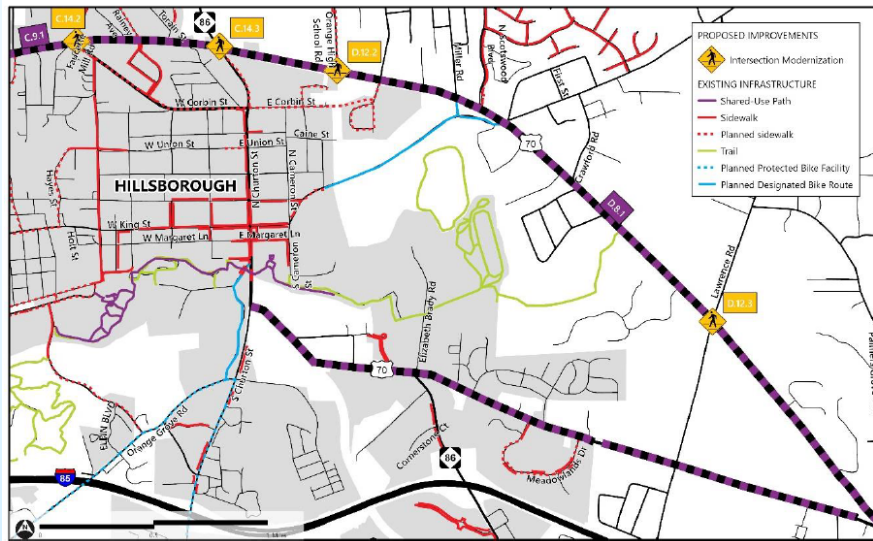
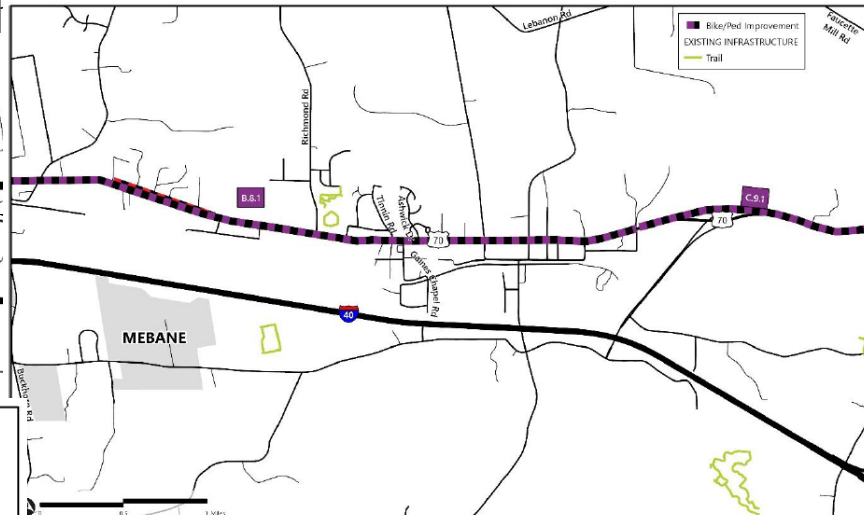




# Multimodal Corridor Plan – TOD

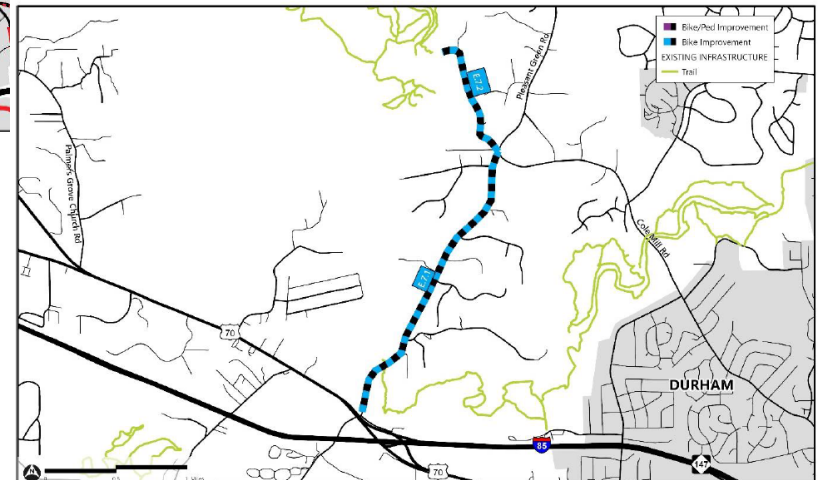
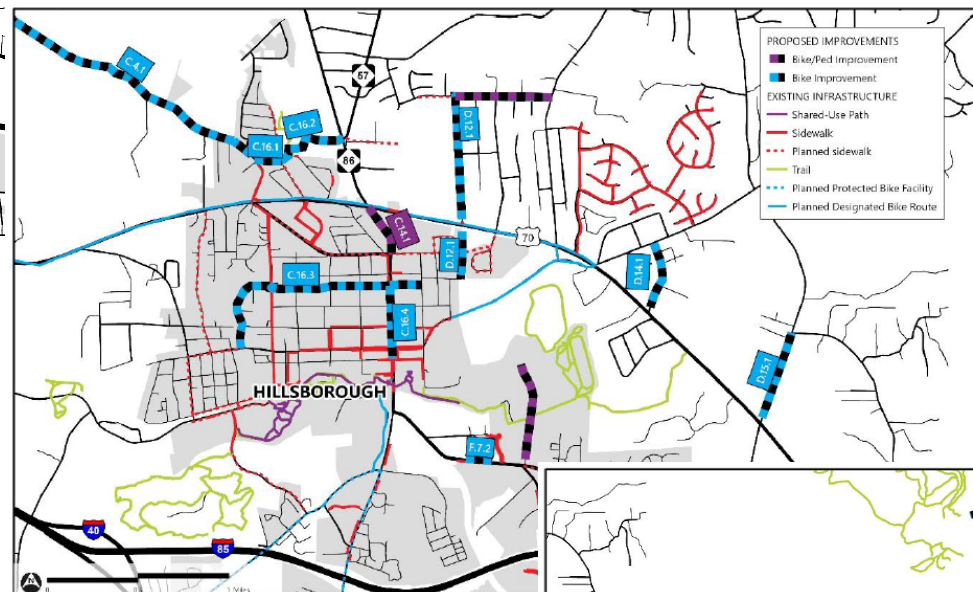
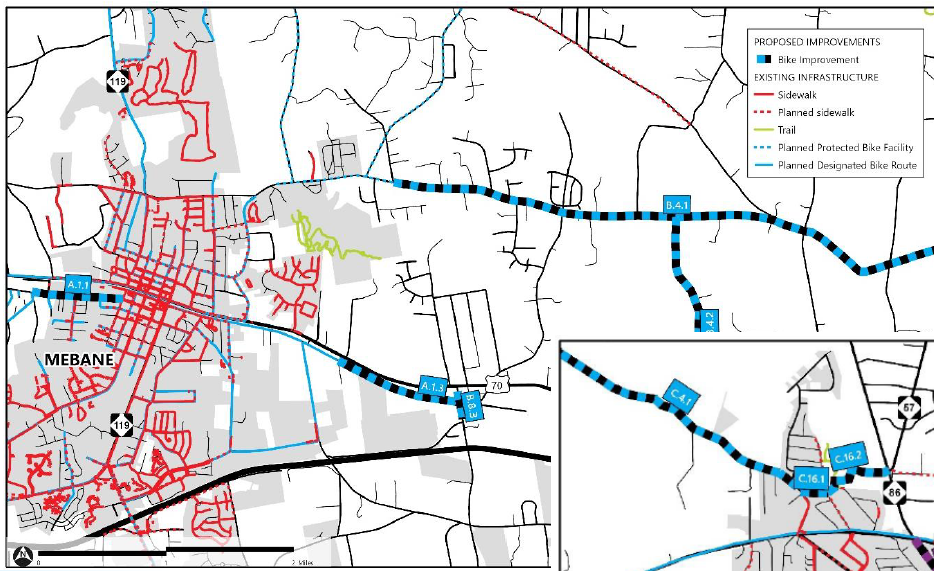


TOD – Transit Oriented Development

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# Multimodal Corridor Plan – Bike



# Multimodal Corridor Plan – Highway

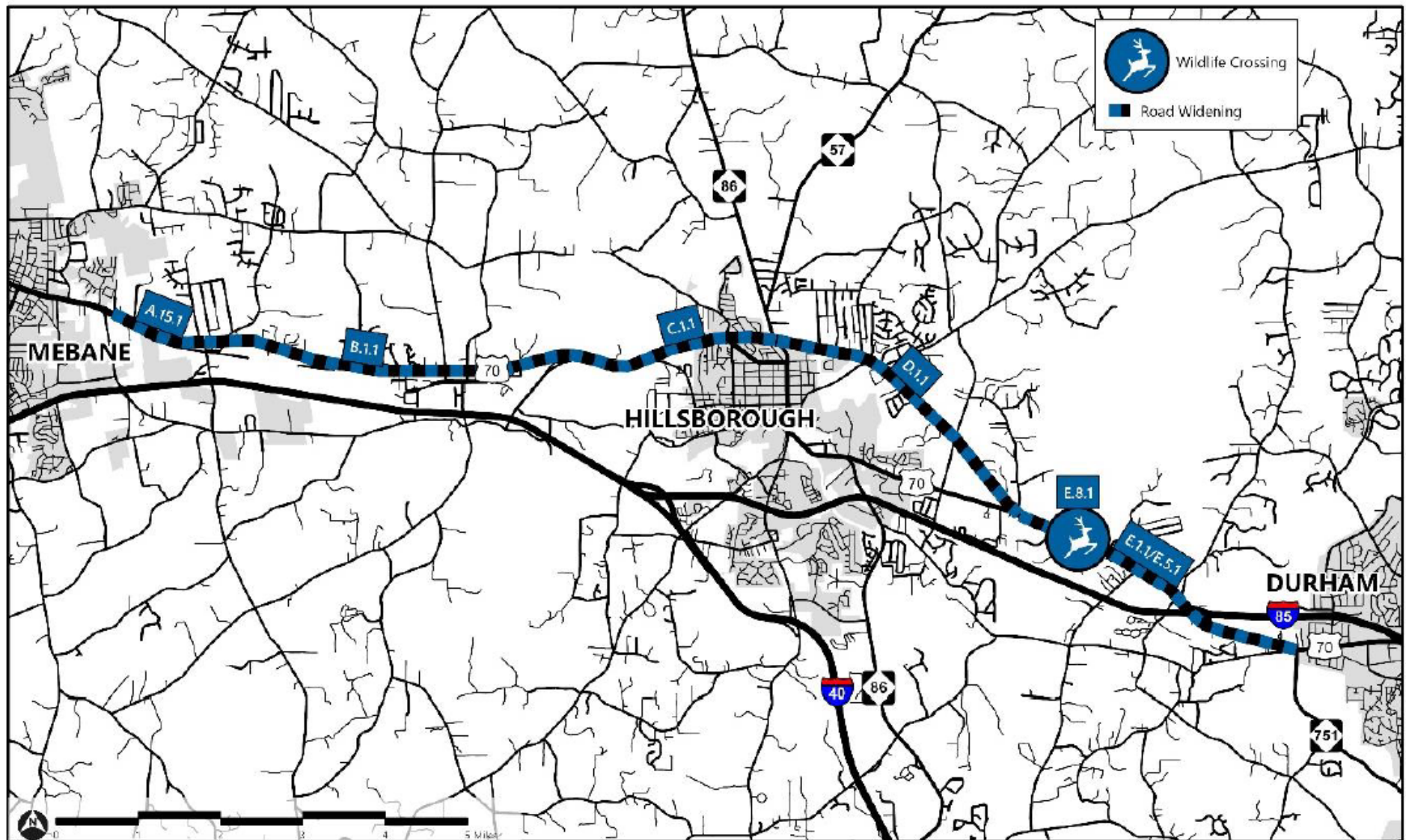


Figure 20 US 70 Recommended Roadway Infrastructure Improvements



# Multimodal Corridor Plan – Costs

Segment	Sum of Total Cost
Segment A	\$ 11,100,000
Segment B	\$ 153,300,000
Segment C	\$ 11,300,000
Segment D	\$ 13,600,000
Segment E	\$ 52,100,000
Segment F	\$ 16,800,000
<b>Corridor Total</b>	<b>\$ 258,200,000</b>

Multimodal  
Bike + Ped. + Transit + Vehicle

Table 27 NCDOT Complete Streets Policy (2019) Cost Share Scenarios

Complete Streets Cost Share			
Facility Type	In Plan	Not in Plan, but Need Identified	Betterment
Pedestrian Facility	NCDOT pays full	Cost Share	Local
Bicycle Facility	NCDOT pays full	NCDOT pays full	Local
Side Path	NCDOT pays full	Cost Share	Local
Greenway Crossing	NCDOT pays full	Cost Share	Local
Bus Pull Out	NCDOT pays full	Cost Share	Local
Bus Stop (pad only)	NCDOT pays full	Cost Share	Local

Table 28 Complete Streets Betterment Cost Share

Betterment Cost Share		
Municipal Population	Cost Participation	
	NCDOT	Local
> 100,000	80%	20%
50,000 to 100,000	85%	15%
10,000 to 50,000	90%	10%
< 10,000	95%	5%

In Plan = Locally Adopted Highway Plan  
Example: CTP, TMP, Corridor Plan, AMP, Collector Street Plan

# Multimodal Corridor Plan – Funding



## Federal

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Safe Streets For All (SS4A)
- TPM Bus and Bus Facility Grant Program (TPM)



## State

- Transportation Improvement Program (STIP)
- Complete Streets
- SPOT Safety/Mobility/HSIP



## Local

- Private Development
- Local Government

# Multimodal Corridor Plan – Development

## 6.2.4 Private Development Interests

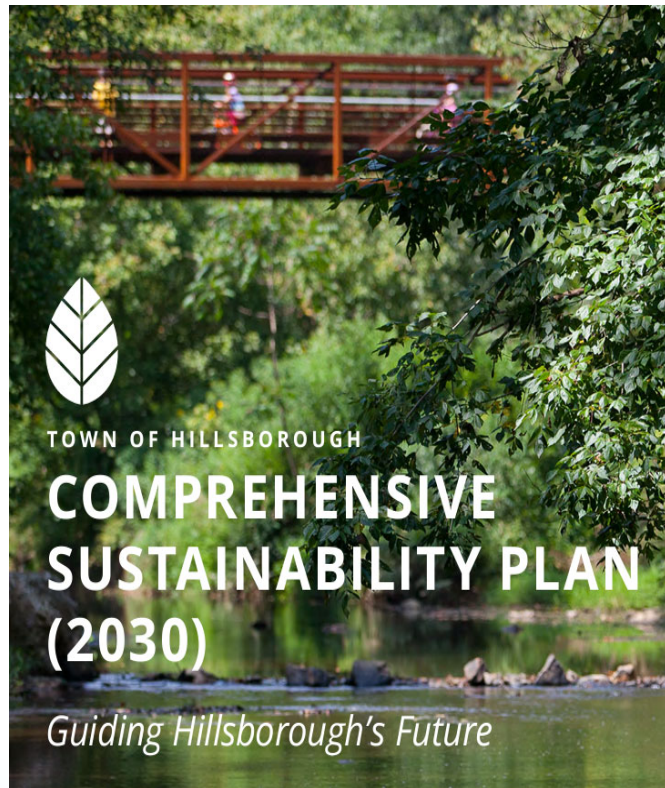
There are multiple recommendations (ie, A.9.2, B.11.2, C.11.2, etc.) that encourage jurisdictions to codify policies that require developers along US 70 to either construct sidewalk along their frontages, dedicate ROW for future construction, or pay in lieu as new developments are permitted and constructed. Each jurisdiction should develop a policy that details the level of these requirements tailored to their specific community, but which would result in implementation of the recommendations through private funds. This way, while built in pieces, the outcome is a consistent and connected US 70 corridor within each jurisdiction.

### Efland-Buckhorn-Mebane Access Management Plan



2019

Orange County Planning Department  
Orange County, NC  
Adopted 4/2/2019



### CITY OF MEBANE

2040 Comprehensive Transportation Plan

May 2018



# Multimodal Corridor Plan – Action

## **Mebane Town Council Action – March 4, 2024**

Unanimous approval:

- Approval of: Goals, Objectives, and Recommendations of Segment A and the portion of Segment B extending from Segment A to Frazier Road as presented.
- Endorsement of: Vision and Recommendations of the US 70 Multimodal Corridor Study outside of Mebane.

## **Hillsborough Town Commissioner Action – March 25, 2024**

Unanimous approval:

- Approval of: Segments C, D, and F within Hillsborough Town Limits
- Endorsement of: US 70 Multimodal Corridor outside Hillsborough

## **Transportation Advisory Services Action – March 14, 2024**

Unanimous Approval

## **OUTBoard Action – April 15, 2024**

Approval: 7 – 1 in favor of BOCC approving the Study

# Action

- The Manager recommends the Board approve the US 70 Multimodal Corridor Plan.

# Critical Issues

## Natural Environment

- Natural areas that are recreational destinations lack connectivity to the multimodal transportation network
- The corridor experiences a large amount of animal crash incidents.



## Built Environment

- US 70 poses a significant barrier to pedestrian connectivity in urban areas despite existing crossings.
- US 70 does not have sufficient multimodal facilities to support its growing business.
- US 70 detracts from the character of the municipalities it traverses.





# Critical Issues

## Active and Vehicular Transportation

- Low-income populations have limited access to the multimodal transportation network.
- Inadequate pedestrian connectivity to bus stops reduces transit demand.
- Existing pedestrian facilities do not serve most of the corridor.
- No dedicated bicycle facilities exist in the corridor.
- Schools in the corridor are significant sources of congestion.
- Roadway infrastructure in the corridor does not have the capacity for the future projected traffic demand
- High traffic speeds contradict existing and planned residential and commercial development in the corridor.



# Critical Issues

## Transit

- Low-income populations have limited access to the multimodal transportation network.
- Inadequate pedestrian connectivity to bus stops reduces transit demand.
- No bus stop in the corridor meets ADA standards.
- Areas projected to experience significant employment growth, particularly for low-income jobs, are not served by public transit.
- Bus service is too infrequent to be a convenient, reliable travel option, especially for those commuting at non-traditional times.
- Bus routes do not serve some of the corridor's largest trip producers and attractions.



# Critical Issues

## Safety

- Pedestrian crossings across US 70 lack adequate safety features.
- High traffic speeds pose a significant threat to non-automobile users.
- No dedicated bicycle facilities exist in the corridor.
- The corridor experiences a large amount of animal crash incidents

