



Executive Summary **Accelerating Greensboro** **Growth by Increasing Equity and** **Safety** **(AGGIES)**

Submitted by:

In Partnership with:



Reconnecting Communities and Neighborhoods
Grant Program
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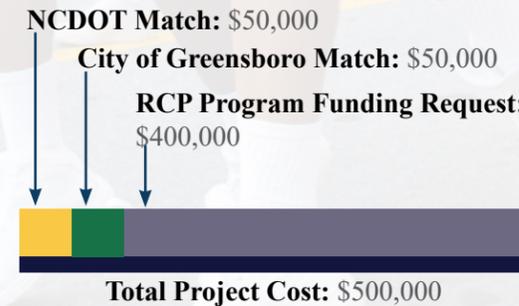
Project Overview

The North Carolina Department of Transportation (NCDOT), the City of Greensboro (the City), the Greensboro Urban Area Metropolitan Planning Organization (GUAMPO), and North Carolina Agricultural and Technical State University (NC A&T) are partnering on Accelerating Greensboro Growth by Increasing Equity and Safety (AGGIES, or “the Plan”) to develop a community-centered process to redress historical inequities and solve present-day mobility and safety challenges. AGGIES will develop a comprehensive, multimodal corridor plan for a seven-mile segment of US 29 between I-40 and I-785 in the city of Greensboro. See the graphic below for more details on the four step planning process.

[Click here](#) for the Interactive StoryMap Version

AGGIES recognizes that reconnecting communities divided by a legacy of physical barriers, harmful policies, and distrust takes more than creating new infrastructure, but must also reconnect communities through a community-driven planning process, celebration of local history, and re-envisioning of the corridor to better serve residents and businesses in the area.

Location



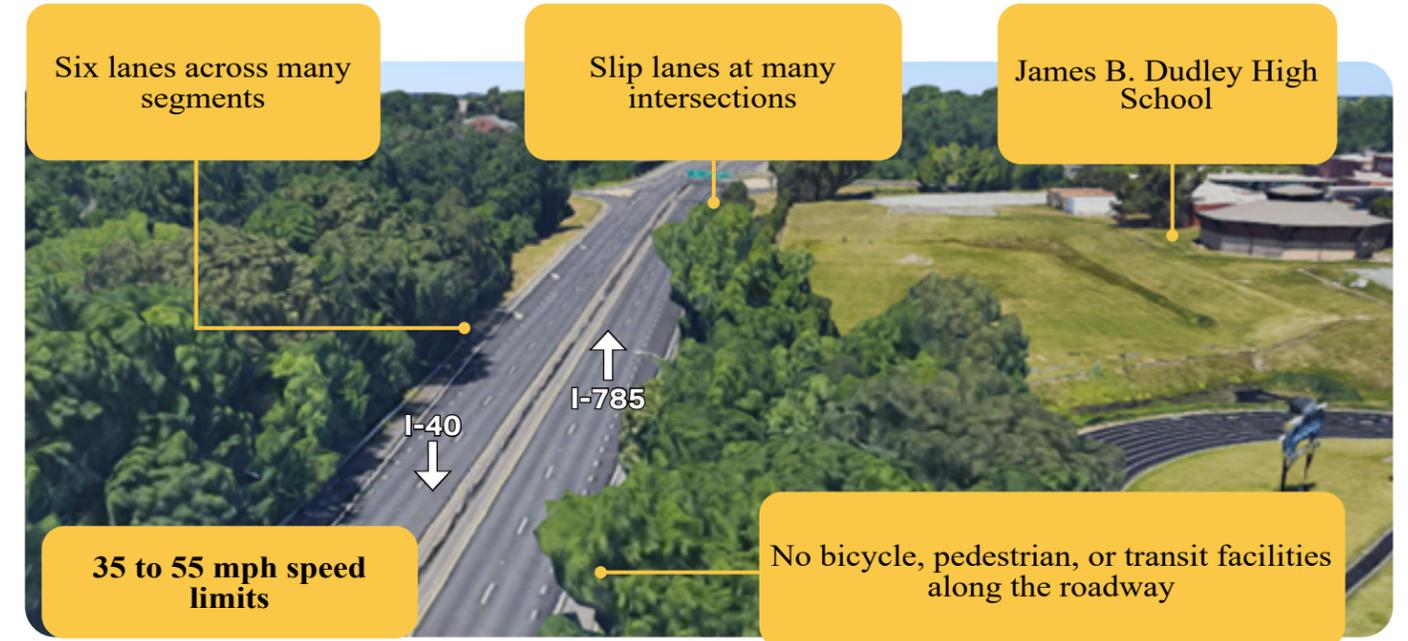
Merit Criteria Alignment

The following sections summarize how the plan will align with the RCN Merit Criteria.

- Equity and Environmental Justice**
Document harmful practices and update frameworks to enhance equity. Provide goals, metrics, and benchmarks to enhance equity and environmental justice.
- Facility Suitability**
Evaluate facilities along the corridor to understand barriers to access, mobility, and economic development. Provide goals, metrics, and benchmarks to enhance the suitability of facilities.
- Access**
Provide context-sensitive, affordable transportation options to increase safe mobility and connectivity. Provide goals, metrics, and benchmarks for improved access to daily destinations.
- Community Engagement, and Community-based Stewardship, Management, and Partnerships**
Draw on NCDOT’s Statewide Public Engagement Toolkit and GUAMPO’s Public Participation Plan to effectively connect with stakeholders and the public throughout the planning process. Provide goals, metrics, and benchmarks for engaging community, encouraging stewardship, delegating management, and establishing lasting partnerships.
- Equitable Development**
Trust-building with local community, economic development, and historic preservation groups to build a shared vision. Provide goals, metrics, and benchmarks to enhance equitable and community-driven development.
- Climate and Environment**
Provide mobility and travel alternatives, reduce pollution, and align with local, regional, and statewide carbon reduction goals. Provide goals, metrics, and benchmarks to improve environmental conditions.
- Workforce Development and Economic Opportunity**
Generate economic opportunities where most of the census tracts are classified as Areas of Persistent Poverty. Provide goals, metrics, and benchmarks to expand economic opportunities and high-quality jobs for residents.

The Challenge

The roadway conditions disproportionately affect communities of color and underscore the need for a comprehensive Plan to re-envision the corridor and how it can better serve East Greensboro.



Developing the Plan

The following steps illustrate AGGIES understanding and approach for developing a successful plan to address barriers and systemic disadvantages along the corridor.

1 Gauging the Issues	2 Envisioning the Future	3 Building Solutions	4 Measuring Success
The Plan will study the history and harms caused by construction of US 29, coupled with past and present policies. Quantitative data and community engagement will provide a holistic understanding of the corridor.	Community engagement will be at the heart of AGGIES. Residents and stakeholder groups along the corridor will be engaged in every stage, from visioning to implementation.	AGGIES will seek solutions to balance diverse transportation needs, enhancing safety and connectivity for pedestrians, bicyclists, and transit riders while maintaining acceptable vehicular service levels.	AGGIES will take an action-oriented approach that provides context-sensitive recommendations, and identifies metrics, roles, responsibilities, and timelines to illicit progress and change.

The AGGIES Corridor

Facility



4 to 6 lane highway



39,500 to 64,500 AADT in 2020



Part of the **National Highway Freight Network**

Community



16% of households along the corridor do not have access to a personal vehicle.



70th percentile for ozone, diesel particulate matter, and exposure to toxic airborne pollutants.



Noise levels above what EPA recognizes as disruptive to daily activities.

Safety



1,824 total crashes, 16 fatal (5-year)



13 pedestrian crashes (5-year)



9% of the City's crash fatalities (2017-2021) take place on this section of corridor. This is less than a tenth of a percent of the City's paved roadways.

Fatal Crash Rate per 100M VMT

