



Morrisville Planning and Zoning Board

Planning and Zoning Board Meeting

September 3, 2026, 6:30 PM

1. Call to Order

2. Pledge of Allegiance

3. Adoption of Agenda

4. Public Comment

5. Approval of Minutes

5.a [Approval of June 11, 2026 Meeting Minutes](#)

Brooke Dodson, Planning and Zoning Board Secretary

[PZB Minutes 6-11-2026 Draft](#)

6. Presentations

6.a [Comprehensive Transportation Plan Update](#)

Bret Martin, Transportation Project Manager

[2026-305-0_ATTH01_Greenway Prioritization Results.pdf](#)

[2026-305-0_ATTH02_Roadway Cross-Sections.pdf](#)

[2026-305-0_ATTH03_Draft CTP Update Implementation Plan.pdf](#)

[2026-305-0_ATTH04_2019 to 2026 CTP Roadway and Intersections Project](#)

[Recommendations Status Report.pdf](#)

[2026-305-0_PRES_CTP Update.pdf](#)

7. Old Business

8. New Business

8.a [PZB Vice-Chair Recommendation](#)

Brooke Dodson, Planning and Zoning Board Secretary

[Planning and Zoning Board 2026 Vice Chair Ballot.pdf](#)

9. Staff Comments

9.a [Planning Newsletter](#)

10. Board Comments

11. Adjournment

Planning and Zoning Board Agenda Item Report

Agenda Item No. 5.a

Submitted by: Brooke Dodson

Submitting Department Planning

Meeting Date: September 3, 2026

SUBJECT

Approval of June 11, 2026 Meeting Minutes

Recommendation:

Approve

Updates/History of Briefing:

N/A

Executive Summary and Background Information:

N/A

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Approve, deny or approve with changes

Staff Recommendation:

None

ATTACHMENTS

- [PZB Minutes 6-11-2026 Draft](#)



Morrisville Planning and Zoning Board
June 11, 2026, 6:30 p.m.

NOTE: Minutes are summaries only, reflecting committee action and main points of discussion. For the meeting agenda, presentations, and other related agenda materials, click [here](#).

1. Call to Order

Chairman Langston called the meeting to order at 6:31 p.m.

Members Present

Chairman Lee Langston

Vice Chair Chris Robuck

Member Arthur Blue

Member Sanjay Acharya (arrived after new business motion)

Alternate Member Sushama Pradhan

Alternate Member Narkie Nartey

Members Absent

Member Kristen Richardson

Staff Present

Michele Stegall, Planning Director

Mark Spanioli, Director of Engineering

Bret Martin, Transportation Project Manager

Brittany Johnson, Planning Manager

Josh Michael, Planner III

2. Pledge of Allegiance

3. Adoption of June 2026 Agenda

Motion: *Vice Chair Robuck* made a motion to approve the June 2026 meeting agenda as submitted.

Second: *Alternate Member Pradhan* seconded the motion.

Vote: Unanimous

4. Approval of April 16th, 2026, PZB Minutes

Motion: *Alternate Member Pradhan* made a motion to approve April 16th, 2026, minutes as submitted.

Second: *Alternate Member Nartey* seconded the motion.

Vote: Unanimous.

5. New Business with Public Comment

5.a Request for an Encroachment Agreement with Spark Infrastructure Owner L.P.

During the Planning and Zoning Board meeting, staff and the applicant presented a request for approval of an encroachment agreement related to three proposed bridges within the SPARK development. *Mark Spanioli, Director of Engineering*, explained that the developer is requesting one pedestrian bridge and two conveyor bridges to support the operational needs of a major tenant and to allow both employees and materials to move safely and efficiently between buildings without interrupting site traffic. He reviewed the applicable UDO standards, the approval process completed to date, and key terms of the agreement, including minimum height clearance, annual structural inspections, maintenance and repair obligations, and liability protections for the town. Representatives from Trinity Capital Advisors /Parker Poe, Kimley-Horn, and Redgate provided additional details on the function and design of the bridges, noting that only paper products and packaging, not flammable materials, would be transported through the conveyor structures. Board members asked questions regarding long-term inspection enforcement, required maintenance timelines, and procedures in the event of damage or abandonment, which staff and the applicant addressed by referencing the maintenance, indemnity, and enforcement provisions in the agreement.

Motion: *Vice Chair Robuck* made a motion to recommend approval of Resolution 20226-200-0, authorizing the Town Council to execute the encroachment agreement with Spark Infrastructure Owner LP.

Second: *Alternate Member Pradhan* seconded the motion.

Vote: Unanimous

6. Presentations

6a. Comprehensive Transportation Plan Update

Mr. Bret Martin, Transportation Project Manager, and Ms. Christina Whitfield of Kimley-Horn provided an update on Phase 2 of the Comprehensive Transportation Plan. They explained that the project is still in the action-planning and documentation stage and reviewed several major components: the results of April's public engagement efforts, an updated project-prioritization framework, draft roadway cross-section assignments, and the steps that will follow later this summer.

Ms. Whitfield described the community outreach conducted since April, which included two staff work sessions, a formal public meeting, pop-up events at the Western Wake Farmers Market and SpringFest, 45 online survey responses, 10 map-based comments on proposed projects, and just over 100 in-person conversations. *Ms. Whitfield* noted that community priorities varied depending on the engagement method. Online

participants tended to emphasize pedestrian needs, intersection improvements, and roadway projects, while pop-up participants more often elevated transit, bicycle, and pedestrian priorities. When the results were combined, transit, pedestrian, and bicycle improvements ranked very closely together.

Transportation Project Manager Martin and Ms. Whitfield summarized where the public showed the most support. For roadway projects, participants backed widening along NC-54, Davis Drive, Louis Stevens, and McCrimmon, along with the future grade separation at Morrisville Carpenter Road/NC-54. Bicycle and pedestrian support was more widespread, with repeated interest in expanding the Kit Creek and Sawmill Creek Greenways and, earlier in the process, bicycle lanes along Carrington Mill. Sidewalk feedback pointed to International Drive and the northern end of Church Street. Transit comments were supportive of BRT service, a future train station, and smart shuttle stops at Indian Creek Trailhead and Double Eagles Court, with one concern raised about traffic impacts near the planned transit-oriented development.

Ms. Whitfield then walked through the project-prioritization approach, which blends state and regional funding criteria with Morrisville's own goals. Weights were adjusted to match community values, with safety, congestion, and connectivity scoring highest. Public feedback is included at a modest weight due to the small sample size. Under this scoring, already-funded projects remain high priorities, but several unfunded needs also rise to the top, including Morrisville Parkway access-management and safety improvements, widening NC-54 from Maynard to Cary Parkway, widening Davis Drive to support future BRT lanes, widening Evans Road, and several intersection improvements along NC-54. These intersection projects will require more detailed studies, traffic counts, turning-movement data, and pedestrian assessments before specific solutions are chosen.

Transportation Project Manager Martin also highlighted changes since the last CTP. New roadway connections are proposed, such as extending Southport Drive to McCrimmon and creating a more conventional link between the Town Hall Drive extension, Providence Place, and Davis Drive at Little Drive. The previously proposed NC-885 tollway extension is removed based on Council direction and practical constraints, and the Marcom Drive extension is now expected to function as a local street connection because of ongoing park planning. Greenway planning is moving toward smaller, phased segments to make construction more manageable and to prioritize the segments offering the most immediate value.

Updates to roadway cross-sections include 22 total designs, reflecting modern preferences for separated bicycle and pedestrian facilities rather than wide outside lanes with sharrows. Cross-sections also account for changing transit expectations, including future BRT operations. Right-of-way needs have been standardized for each cross-section and generally fall within ranges used in the 2019 plan. Specific changes include widening Evans Road from four to six lanes, adding side paths along Everett Fields Road and Mason Farm Road to connect the Shiloh Greenway to Church Street, converting Morrisville Carpenter Road to separated side paths on both sides, and

assigning cross-sections to Trans Air Drive, Odyssey Drive, and the Competition Center/Nova/Dominion corridor.

Looking ahead, staff will continue outreach to NCDOT, CAMPO, the Town of Cary, and targeted community groups. The same material will be presented to Town Council on June 23rd, after which work will begin on the full implementation plan. That phase will identify the final list of projects, general timelines, cost estimates, funding sources, responsible parties, and coordination needs among projects. Staff anticipates returning to the Board later this summer with those materials.

Board Questions & Comments

Several members expressed concern about low online survey participation (45 responses) compared with the town's population. They asked how the survey was promoted and suggested collecting district-level information in future rounds. Staff explained the promotion methods (social media, Town newsletters, pop-ups) and agreed that more outreach strategies should be considered.

Member Acharya questioned the removal of the NC-885 tollway extension and asked for updated, data-driven modeling to show how traffic would actually flow with or without the connection. *Member Acharya* stressed the importance of providing quantifiable analysis, especially as the Town Hall Drive corridor and nearby intersections continue to experience congestion. Staff noted the removal was based on Council feedback and practical constraints but agreed that updated modeling should be performed.

The Board asked about jurisdictional responsibility, scoring, and timing for the various NC-54 widening segments. Staff reviewed the separate projects, explained why certain portions score poorly due to cost, and confirmed that some segments are fully designed with utility relocations already underway.

Members raised repeated concerns about daily operational issues, blocking the box, emergency-vehicle delays, queues across rail tracks, and suggested exploring low-cost solutions such as improved markings or visibility enhancements. Staff reiterated that most of the problematic intersections are NCDOT-controlled and that any changes must meet MUTCD standards. An upcoming intersection study will evaluate options in more detail.

Planning Director Stegall requested an overview of committed intersection projects as well as an update on the Town's federal Safe Streets for All grant application for Morrisville Parkway safety and access-management improvements. *Transportation Project Manager Martin* reported that design work is approximately 65% complete, right-of-way funding has been secured, and the Town is actively pursuing construction funding.

Vice Chair Robuck requested a correction to the greenway map near Preston Golf Course to avoid implying access across private cart paths. Staff confirmed this will be revised.

Member Blue asked how cyclists will be protected as new cycling infrastructure is added. Staff explained the shift toward separated side paths where possible and, in locations with bike lanes, the use of buffers and narrower vehicle lanes to help slow traffic. Right-of-way constraints on built-out residential corridors were noted.

Staff reminded the Board that Morrisville is about to enter several years of major construction, including McCrimmon, NC-54, and Aviation Parkway. While improvements are long-awaited, construction impacts will be significant.

7. Staff Comments

Planning Director Stegall reviewed the April – May 2026 Planning Newsletter.

8. Board Comments

The Board thanked staff for tonight's presentations.

9. Adjournment

Motion: *Member Acharya* made a motion to adjourn the meeting.

Second: *Member Blue* seconded the motion.

Vote: Unanimous

Meeting adjourned at 8:18 p.m.

Lee Langston
Planning and Zoning Board Chairman

Brooke Dodson
Secretary to the Board

Date

Date

Planning and Zoning Board Agenda Item Report

Agenda Item No. 6.a

Submitted by: Bret Martin

Submitting Department Planning

Meeting Date: September 3, 2026

SUBJECT

Comprehensive Transportation Plan Update

Recommendation:

Receive as information and ask questions and/or provide feedback, as necessary.

Updates/History of Briefing:

None

Executive Summary and Background Information:

The Town of Morrisville Planning Department commenced the process to update the Town's comprehensive transportation plan (CTP) in July of 2025. The CTP was last updated in 2019, and the current update will guide how the Town improves and invests in its transportation system through 2045. The purpose of the CTP is to help the Town coordinate transportation improvements with future development, establish policies and programs that address emerging and reasonably foreseen needs, and identify projects for funding and strategic implementation. The CTP update is not intended to be a full rewrite of the 2019 CTP. It is intended to account for new or emerging baseline conditions, evaluate the suitability of pre-existing recommended solutions, identify and examine solutions to any new or emerging needs or changes to pre-existing recommendations, and improve its utility for users and decision makers.

This update on the progress of the CTP's development will be the fourth provided to the Planning and Zoning Board (PZB) and Town Council. The last update provided to the PZB and Town Council in June (2026-208-0) focused on:

- 1) Results from the April effort to engage and solicit input from the public on overall modal priorities, project evaluation priorities for each mode, and specific transportation improvement project concepts;
- 2) A review of the prioritization framework and the prioritization results for the roadway/intersection project concepts included in the universe of projects; and
- 3) The preliminary assignment of roadway cross-sections to specific roadway segments throughout the CTP update study area.

The September 3rd progress presentation/update to the PZB will:

- 1) Share the results of the prioritization of the greenway project concepts;
- 2) Share the specific roadway cross-section schematics/renderings and their matching to roadway segments throughout the CTP study area;
- 3) Provide an overview of the draft implementation plan for the CTP update, which lays out the general recommended segmenting of projects (e.g., project termini), general project implementation timeframes, most likely parties to be involved in their implementation, and project funding sources;
- 4) Provide a recommendation on the priority intersections for which the Town should further study their operational and safety characteristics and deficiencies and develop solutions; and
- 5) Provide a brief overview of additional tasks Town staff has commenced to develop roadway landscaping guidelines that will ultimately be folded into the CTP update, as well as a signalized pedestrian crossing assessment on Aviation Parkway near the entrance to the Hindu Society of North Carolina (HSNC).

Included with the PZB agenda materials are the presentation slides for the September 3rd meeting; an attachment that includes a map depicting the prioritization results, as well as a key and priority listing with scores for the greenway project concepts (Attachment 1); a compendium of the various cross-section schematics to be applied to roadways and a map of their matching to specific roadway segments throughout the CTP update study area (Attachment 2); a draft CTP update implementation plan (Attachment 3); and a 2019-2026 CTP Roadway and Intersections Status Report that identifies projects carried over, removed, or added from the adopted 2019 CTP. Please note that no comparison is made for transit projects because no specific transit projects were included in the 2019 CTP. Please also note that no comparison is made for greenway projects because there is not a one-for-one comparison between greenway recommendations in the 2019 plan to the 2026 plan.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Receive as information and ask questions and/or provide feedback, as necessary.

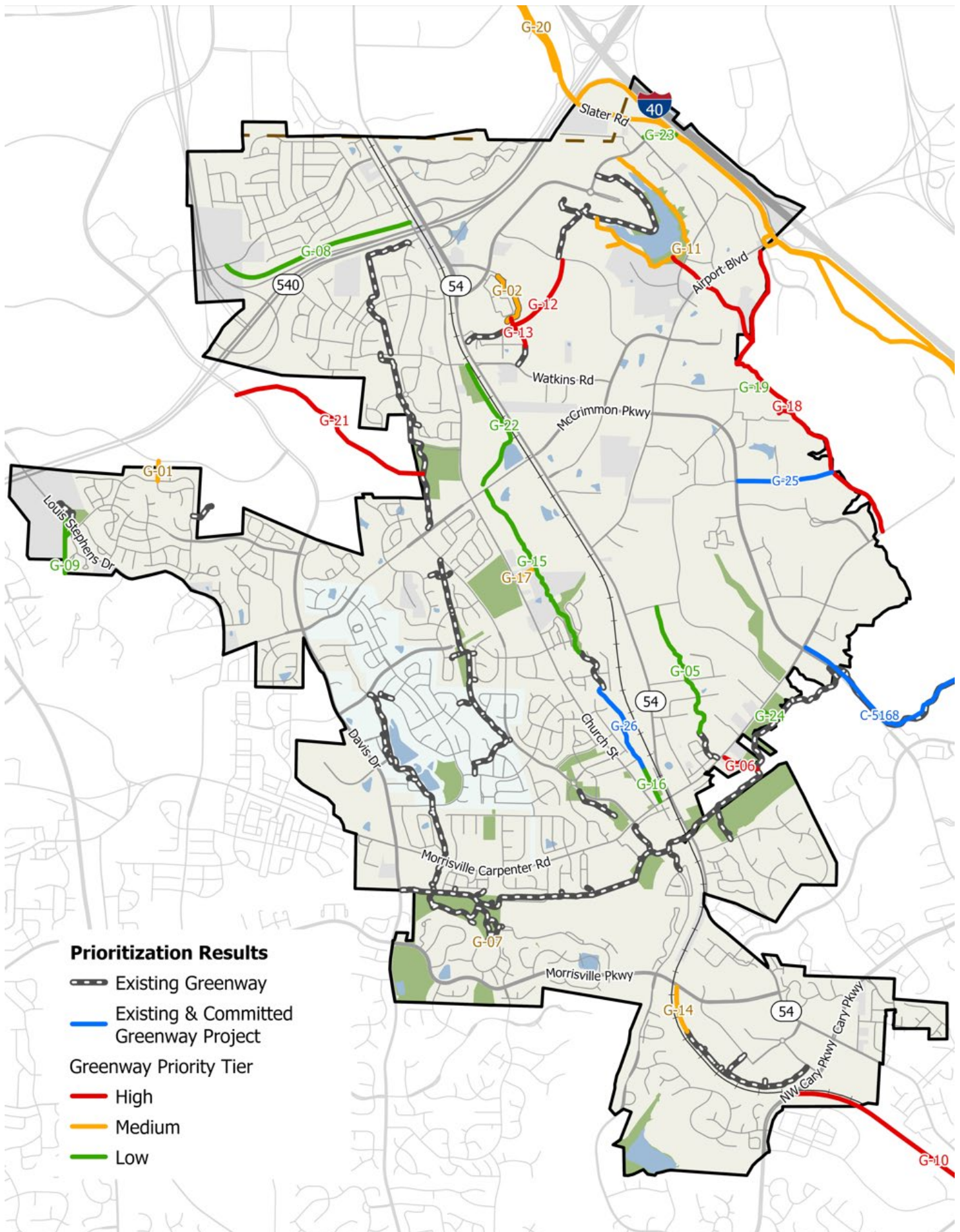
Staff Recommendation:

None

ATTACHMENTS

- [2026-305-0_ATTH01_Greenway Prioritization Results.pdf](#)
- [2026-305-0_ATTH02_Roadway Cross-Sections.pdf](#)
- [2026-305-0_ATTH03_Draft CTP Update Implementation Plan.pdf](#)
- [2026-305-0_ATTH04_2019 to 2026 CTP Roadway and Intersections Project Recommendations Status Report.pdf](#)
- [2026-305-0_PRES_CTP Update.pdf](#)

ATTACHMENT 1: Greenway Project Prioritization Results



Greenway Projects | MCTP

Updated: 6/9/2026

Project ID	Project Name	Location	To	Type	Greenway Connectivity Score	Access to Community POI Score	Access to Education Score	Benefit-Cost Score	Access to Recreation Score	General Accessibility Score	Access to Transit Score	Planning Consistency Score	Public Outreach Score	Final Score	Rank	Tier
G-12	Mills Spring Greenway	Transformation Rd	Paramount Pkwy	Greenway	2.00	1.00	0.55	1.00	0.10	0.30	1.00	0.50	0	6.45	1	High
G-21	Proposed RTP Greenway	Davis Dr	Shiloh Greenway	Greenway	2.00	0.20	0.10	0.76	0.55	0.50	0.00	0.80	0	4.91	2	High
G-10	Lexie Lane Greenway	NW Cary Pkwy	NW Maynard Rd	Greenway	1.20	0.20	0.10	0.67	0.10	0.50	1.00	1.00	0	4.77	3	High
G-18	Stirrup Iron Creek Greenway	Sorrell Grove Church Rd/Airport Blvd	Aviation Pkwy	Greenway	0.60	0.90	0.55	0.71	0.10	0.30	1.00	0.50	0	4.66	4	High
G-06	Fairview Greenway	Aviation Pkwy	Crabtree Creek Greenway	Connector	2.00	0.10	0.10	0.55	0.55	0.30	0.50	0.50	0	4.60	5	High
G-13	Mills Spring Greenway	Transformation Rd	Aspiration Way	Connector	1.00	0.40	0.55	0.54	0.10	0.30	1.00	0.50	0	4.39	6	High
G-20	Triangle Bikeway	N/A	N/A	Greenway	1.00	0.40	0.55	0.80	0.10	0.50	1.00	0.00	0	4.35	7	Medium
G-11	Mills Spring Greenway	Mills Spring Greenway	Carrington Mill Blvd	Greenway	1.20	0.90	0.10	0.67	0.10	0.30	0.50	0.50	0	4.27	8	Medium
G-01	Breckenridge Loop Greenway	Willingham Rd	Davis Dr	Connector	1.20	0.10	1.00	0.83	0.10	0.50	0.00	0.50	0	4.23	9	Medium
G-17	Saw Mill Creek Greenway	Church St	Saw Mill Creek Greenway	Connector	0.60	0.10	1.00	0.44	0.55	0.30	0.50	0.50	0	3.99	10	Medium
G-07	Hatcher Creek Greenway	Hatcher Creek Greenway	Quail High Blvd	Connector	1.20	0.10	0.10	0.18	0.55	1.00	0.00	0.50	0	3.63	11	Medium
G-02	Carrington Park Greenway	Lichtin Blvd	Transformation Rd	Greenway	0.60	1.00	0.55	0.48	0.10	0.30	0.00	0.50	0	3.53	12	Medium
G-14	Park West Village Greenway	Morrisville Pkwy	Park West Village Greenway	Greenway	1.20	0.20	0.10	0.43	0.10	1.00	0.00	0.50	0	3.53	13	Medium
G-09	Kitt Creek Greenway	Louis Stephens Dr	Western Town Boundary	Greenway	1.00	0.10	0.10	0.34	0.55	0.50	0.00	0.50	0	3.09	14	Low
G-05	Fairview Greenway	Southport Dr	Fairway Greenway	Connector	1.20	0.40	0.10	0.39	0.10	0.30	0.00	0.50	0	2.99	15	Low
G-16	Saw Mill Creek Greenway	Saw Mill Creek Greenway	Morrisville Carpenter Rd	Greenway	1.20	0.20	0.10	0.39	0.10	0.50	0.00	0.50	0	2.99	16	Low
G-15	Saw Mill Creek Greenway	McCrimmon Pkwy	Saw Mill Creek Greenway	Greenway	1.20	0.10	0.10	0.37	0.10	0.50	0.00	0.50	0	2.87	17	Low
G-22	Saw Mill Creek Greenway	McCrimmon Pkwy	Barbee Rd	Greenway	0.60	0.10	0.10	0.43	1.00	0.50	0.00	0.00	0	2.73	18	Low
G-24	Crabtree Creek Greenway Connector	Crabtree Creek Greenway	Aviation Pkwy	Connector	1.20	0.20	0.10	0.31	0.10	0.30	0.50	0.00	0	2.71	19	Low
G-23	Triangle Bikeway Connector	Slater Rd	Triangle Bikeway	Connector	0.60	0.20	0.10	0.34	0.10	0.30	1.00	0.00	0	2.64	20	Low
G-08	Kitt Creek Greenway	Kit Creek Rd	Church St	Greenway	0.10	0.10	0.10	0.29	0.10	0.50	0.50	0.50	0	2.19	21	Low
G-19	Stirrup Iron Creek Greenway	Trans Air Dr	Stirrup Iron Creek Greenway	Connector	0.60	0.10	0.10	0.10	0.10	0.30	0.00	0.50	0	1.80	22	Low

Morrisville CTP 2045 Greenway Prioritization Criteria

General Accessibility

- 10 – The greenway segment offers inclusive access and non-motorized transportation options to a population with a density of 5,500 or more persons per square mile.
- 7 – The greenway segment offers inclusive access and non-motorized transportation options to a population with a density of 3,500 to 5,500 persons per square mile.
- 5 – The greenway segment offers inclusive access and non-motorized transportation options to a population with a density of 1,500 to 3,500 persons per square mile.
- 3 – The greenway segment offers inclusive access and non-motorized transportation options to a population with a density of less than 1,500 persons per square mile.

Access to Recreation

The greenway segment score is based on a count of outdoor and indoor recreation opportunities accessible along the greenway, with higher counts receiving higher scores. A score of 0 is assigned when the greenway segment does not provide access to any identified outdoor or indoor recreation opportunities.

Access to Education

The greenway segment score is based on a count of educational opportunities accessible along the greenway, with higher counts receiving higher scores. A score of 0 is assigned when the greenway segment does not provide access to any identified educational opportunities.

Access to Community Points of Interest

The greenway segment score is based on a count of community points of interest accessible along the greenway, excluding schools and recreation opportunities, with higher counts receiving higher scores. A score of 0 is assigned when the greenway segment does not provide access to any identified community points of interest.

Access to Transit

Transit Effectiveness evaluates how well a greenway project supports public transportation. Greenways that make it easier for people to safely walk or bike to nearby bus stops receive higher scores. Projects that do less to support transit access receive lower scores.

Cost Benefit

Benefit-Cost evaluates how much value a greenway project provides relative to its cost. It combines the project's performance across several other scoring categories to create an overall benefit measure. That benefit is then compared with the planning-level greenway project's cost and length to identify which projects deliver the most improvement for the money invested.

Greenway Connectivity

Connectivity evaluates whether a project creates a new link in the greenway network and how important that link is. Projects that provide more links to the existing greenway or sidepath network receive higher scores than projects that provide fewer links. If a project does not create a new connection, it receives no points for this criterion.

Public Outreach

Public Outreach evaluates the level of community interest and feedback a greenway project has received. Greenways with more public comments receive higher scores, reflecting stronger public awareness or support, while projects with no comments receive lower scores.

Planning Consistency

Planning Consistency evaluates whether a greenway project has been identified in previous transportation plans. Greenways carried forward from earlier planning efforts generally receive higher scores because they have already been reviewed, discussed, and considered priorities over time. Newly proposed projects typically receive lower scores because they have not gone through the same level of prior planning.

Environmental Impact

Planning consistency evaluates whether a greenway project overlaps with wetlands, flood hazard areas, or streams. This criterion does not assign a score for environmental impacts but instead identifies and notes any potential impacts.



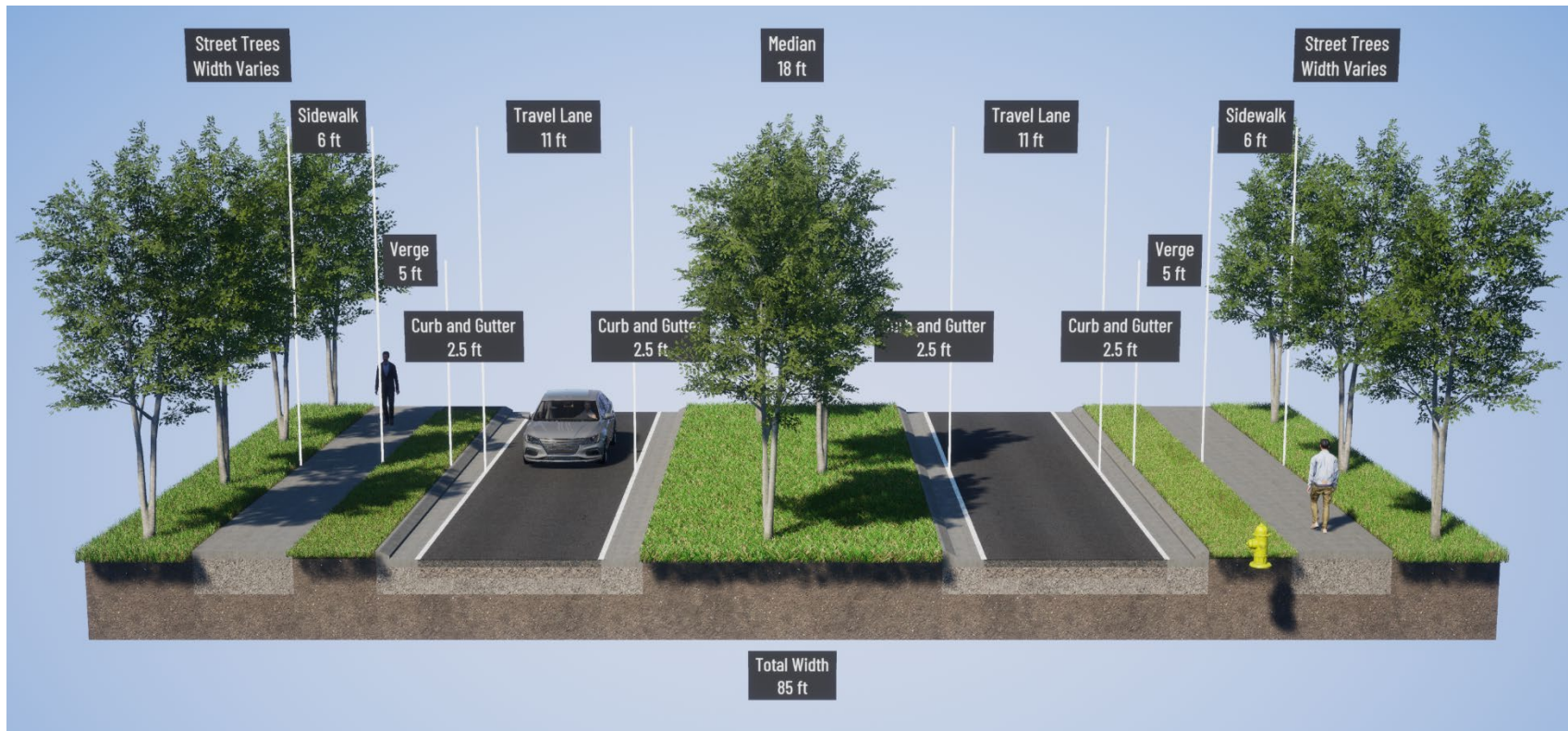
Morrisville CTP Cross Sections – DRAFT

Date: August 20, 2026

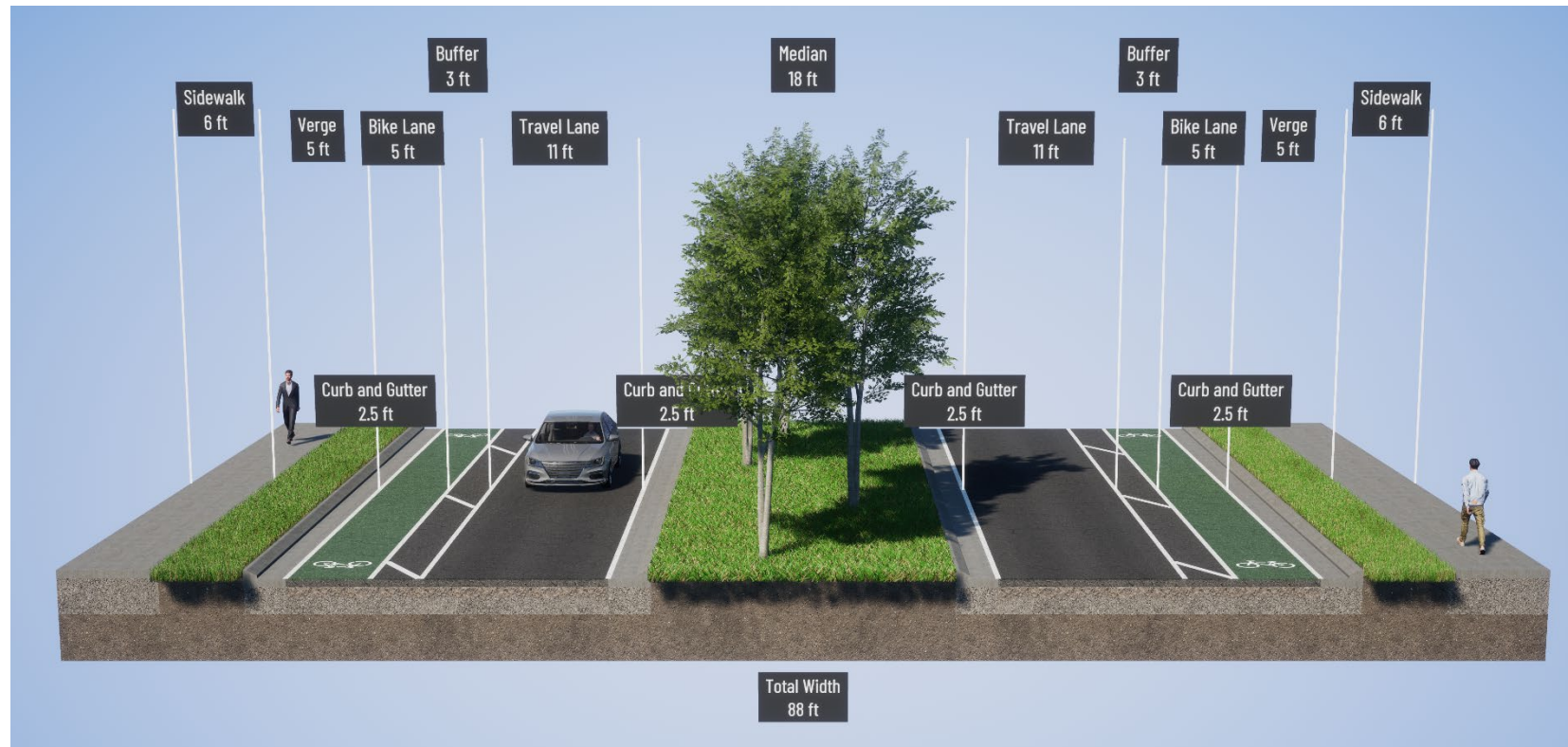
General Assumptions

- 11 ft travel lanes
- 6 ft sidewalks
- 10 ft sidepaths
- 5 ft bike lanes with 3 ft buffer
- 2.5 ft curb & gutter
- 5 ft verge
- Median widths vary based on cross-section

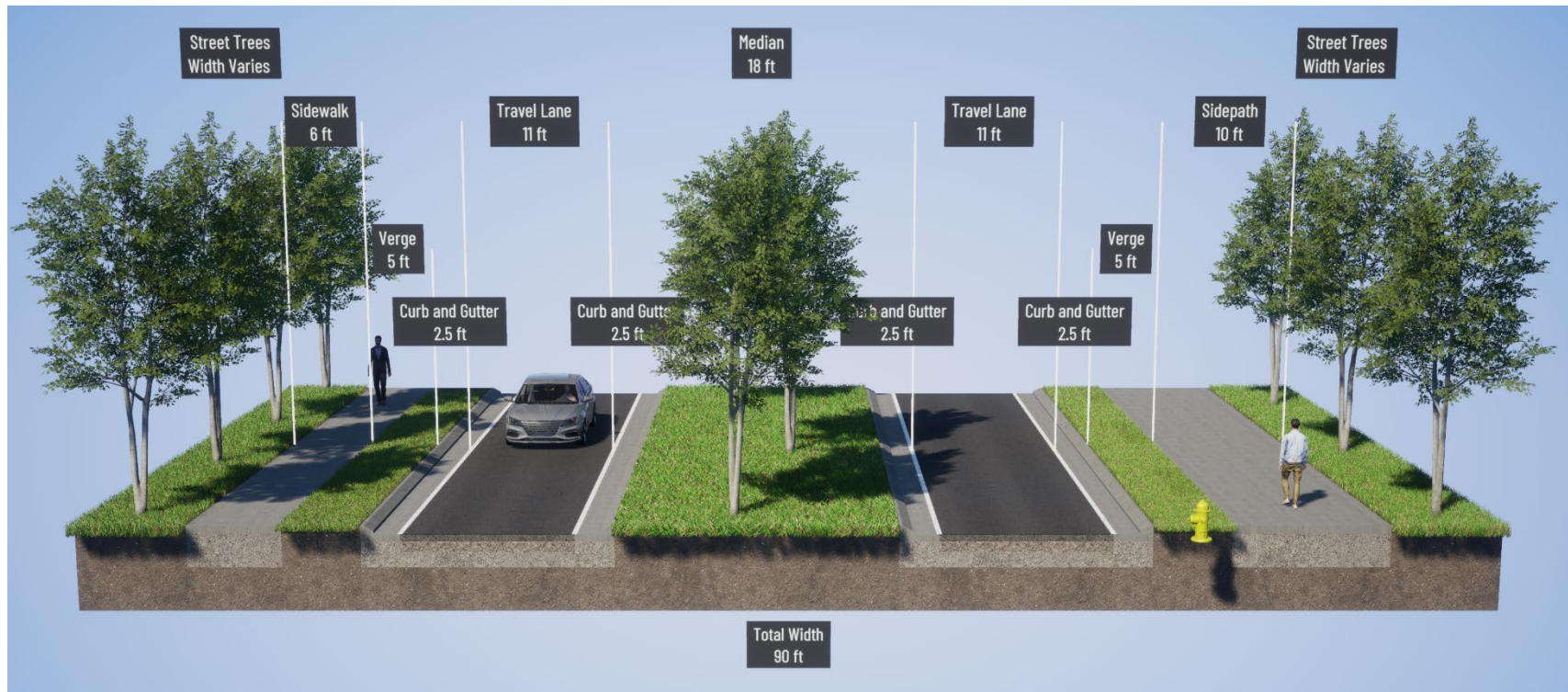
2-Lane Median-Divided with Sidewalks



2-Lane Median-Divided with Sidewalks and Bike Lanes



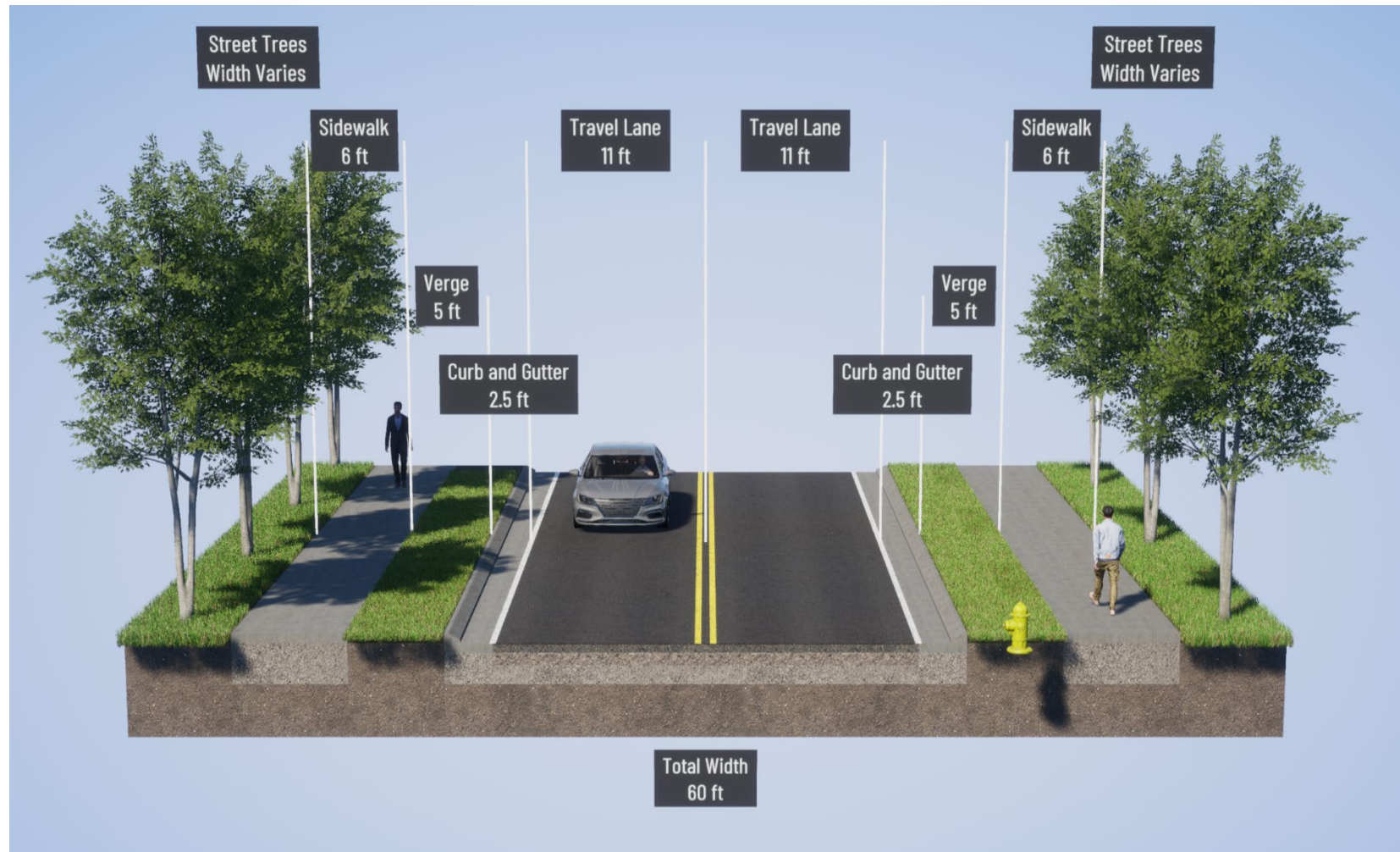
2-Lane Median-Divided with 1 Sidewalk and 1 Sidepath on Opposite Sides



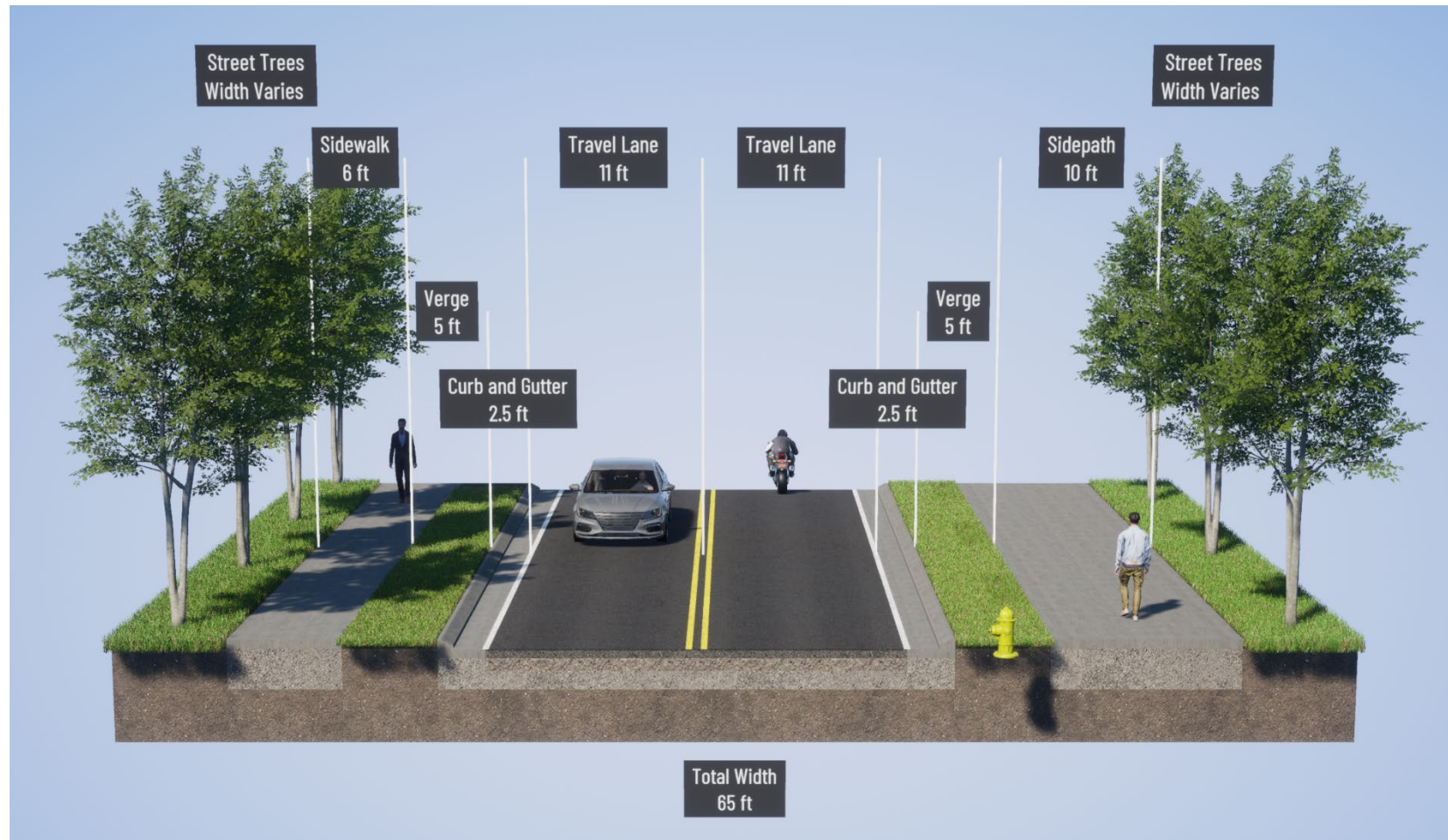
Notes:

- The final CTP report will detail the specific side of the roadway the sidepath and sidewalk are to be placed

2-Lane Undivided with Sidewalks



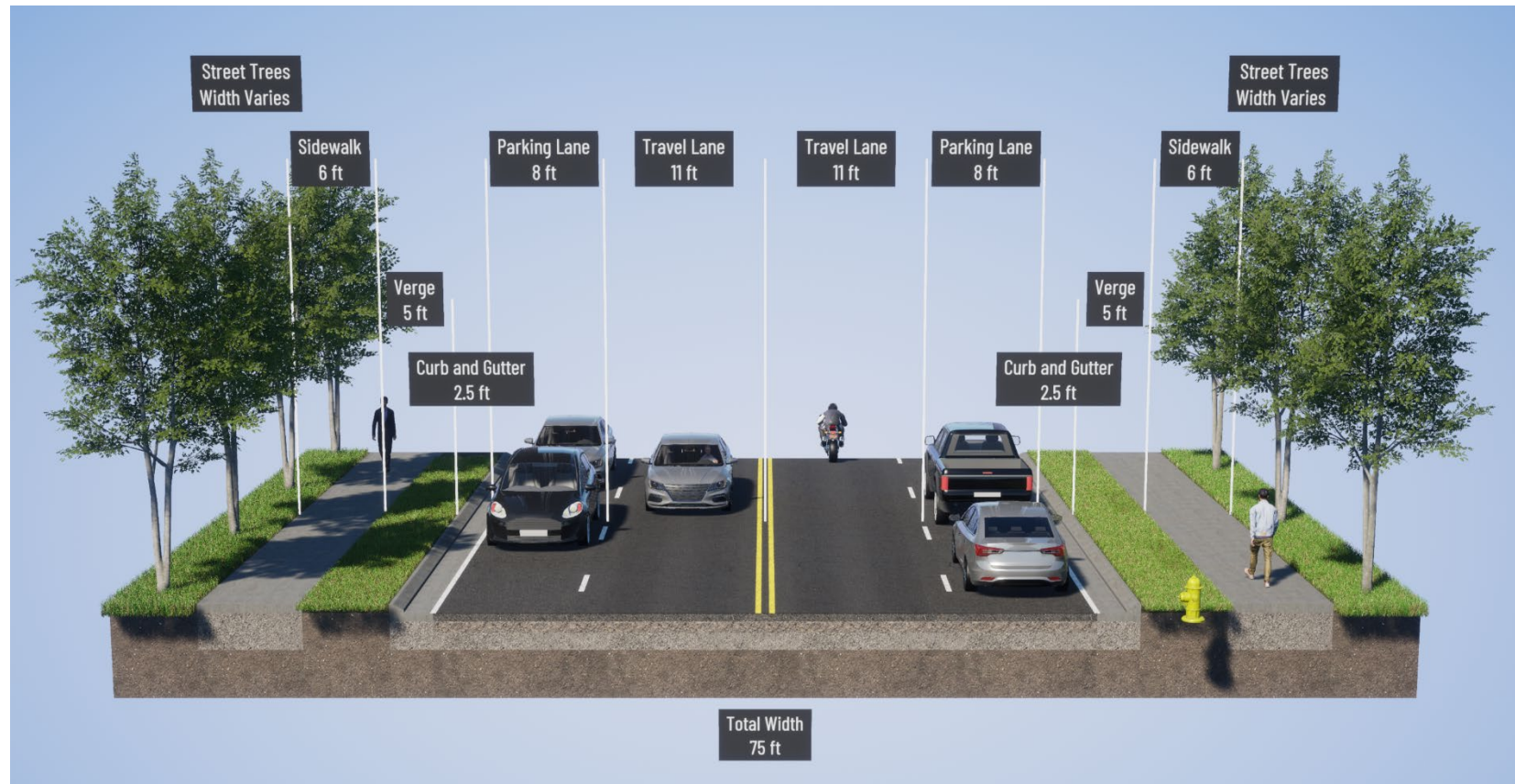
2-Lane Undivided with 1 Sidewalk and 1 Sidepath on Opposite Sides



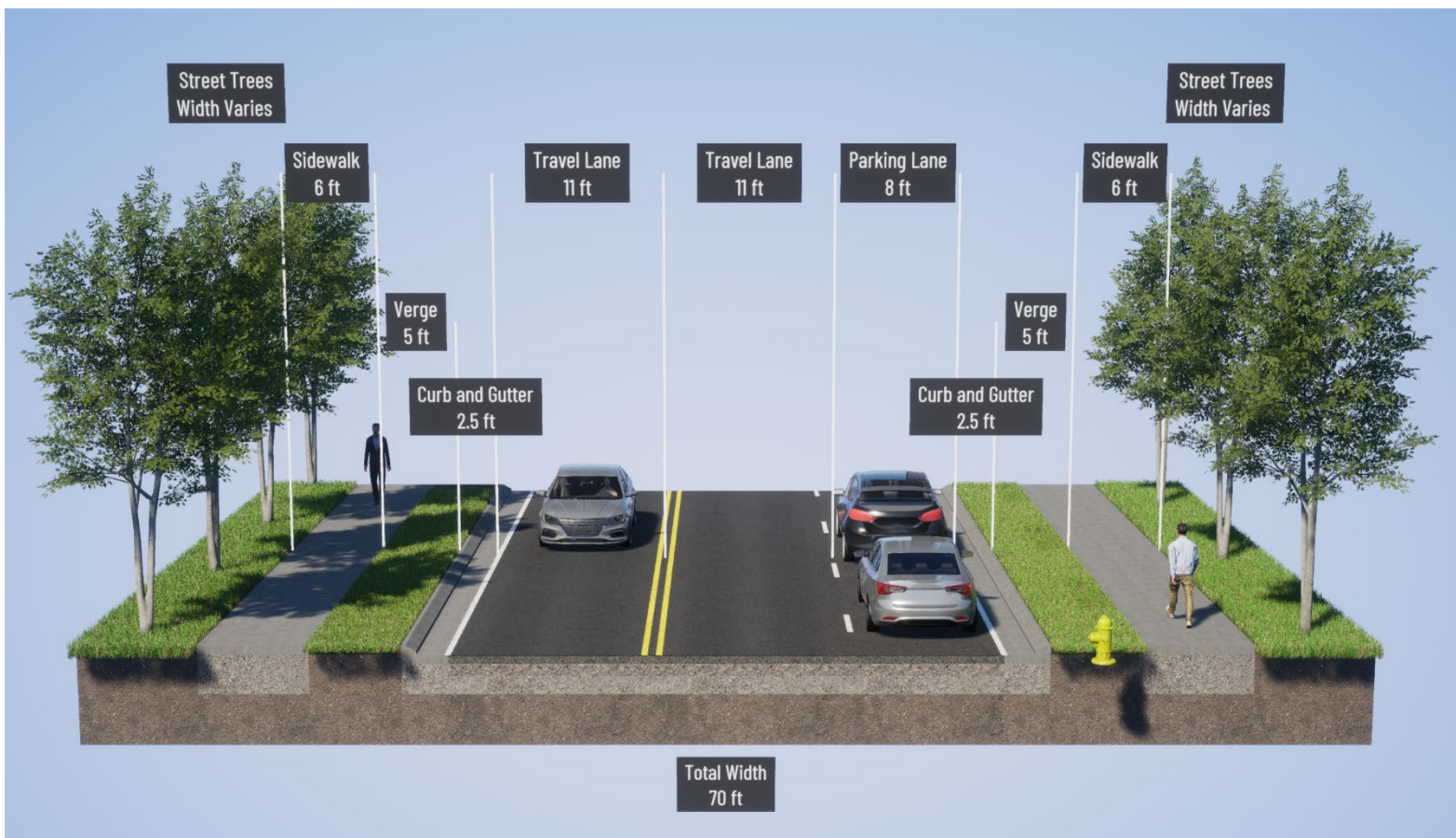
Notes:

- The final CTP report will detail the specific side of the roadway the sidepath and sidewalk are to be placed

2-Lane Undivided with Sidewalks and On-Street Parking on Both Sides



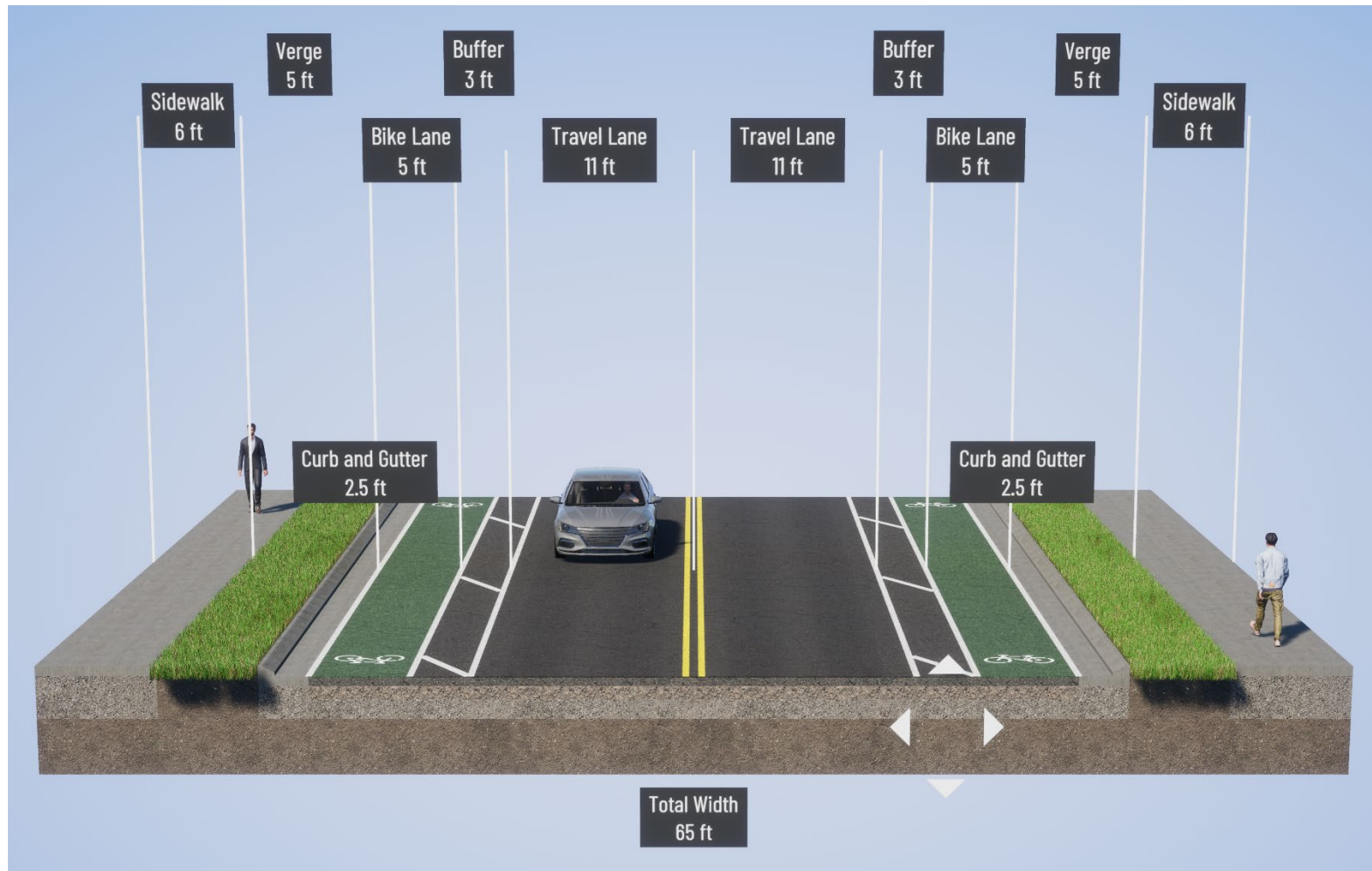
2-Lane Undivided with Sidewalks and On-Street Parking on One Side



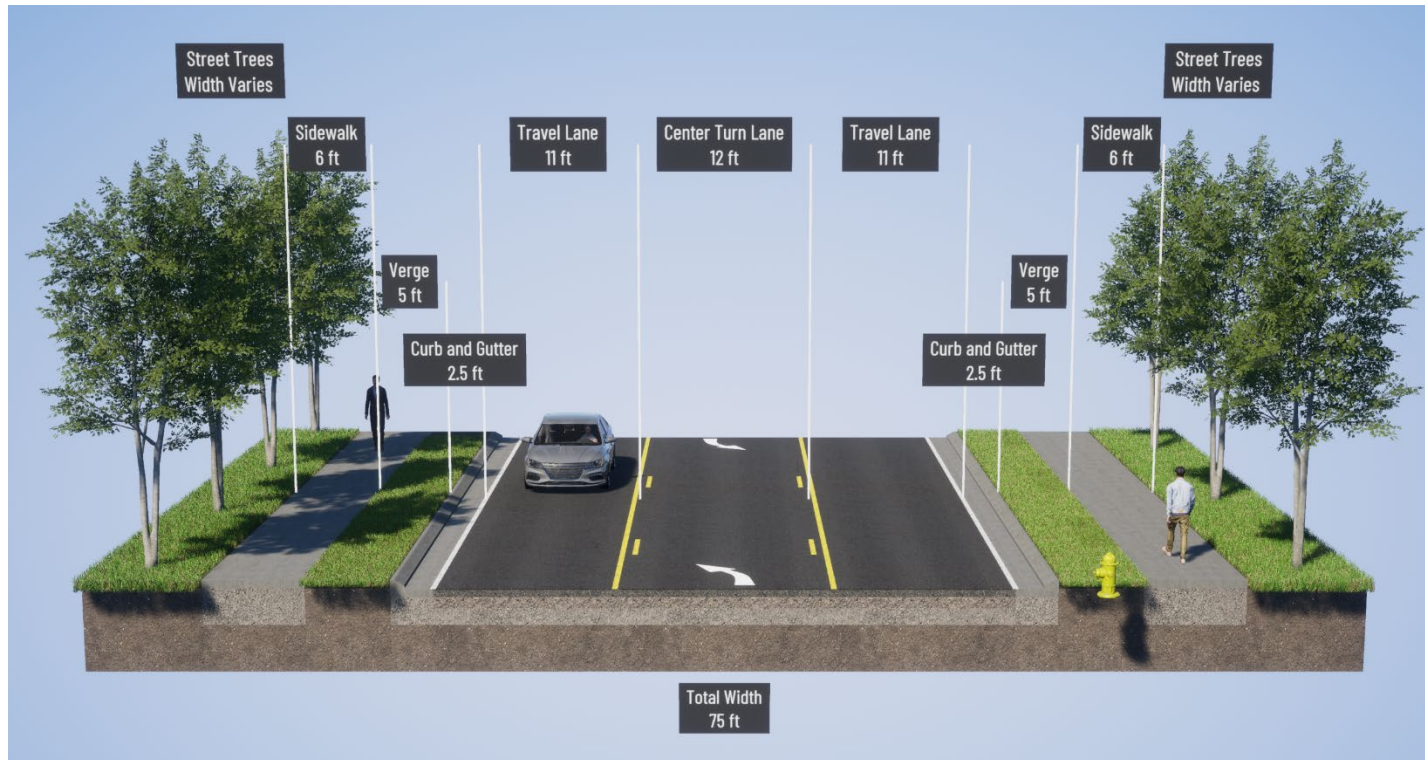
Notes:

- The final CTP report will detail the specific side of the roadway the parking lane is to be placed

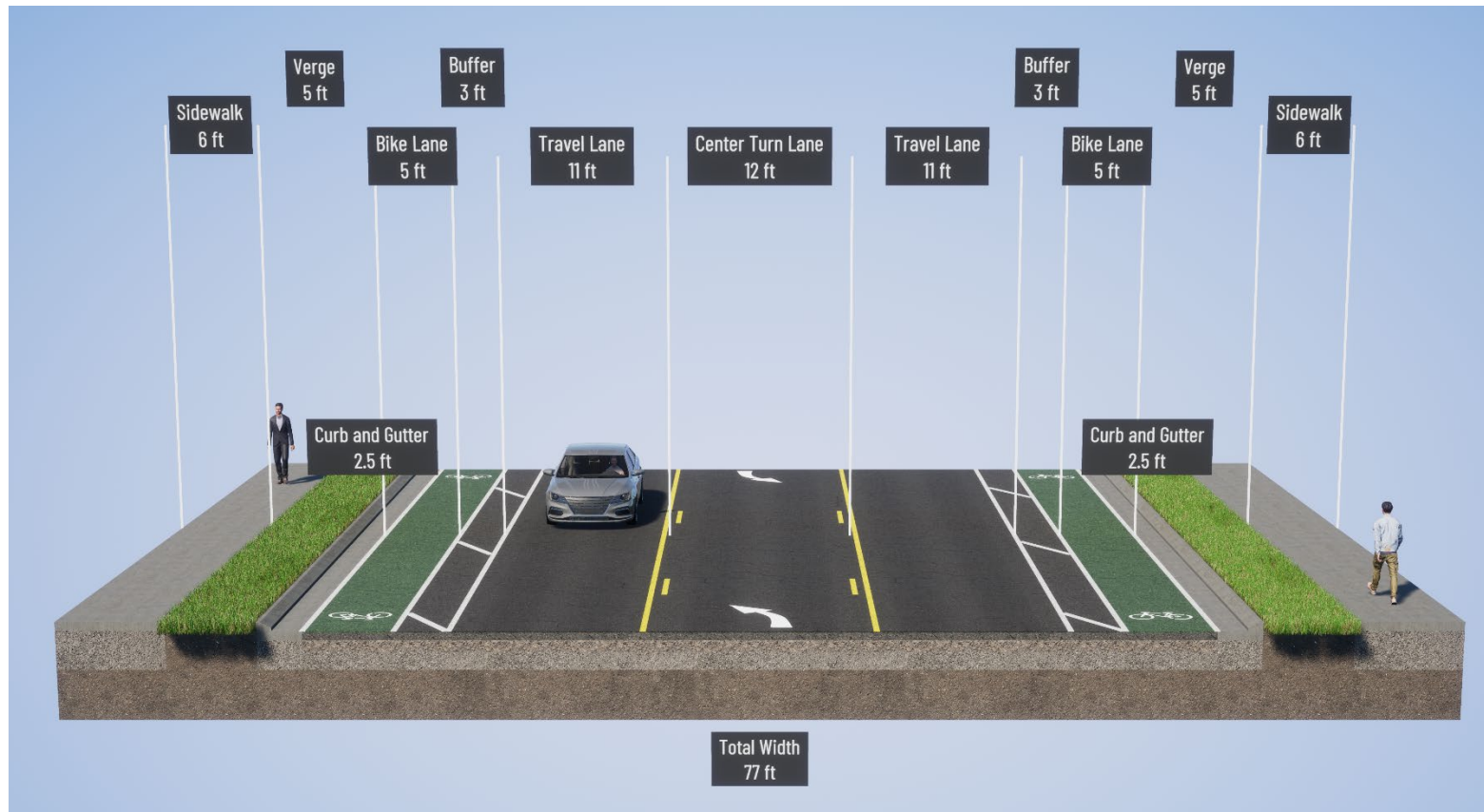
2-Lane Undivided with Sidewalks and Bike Lanes



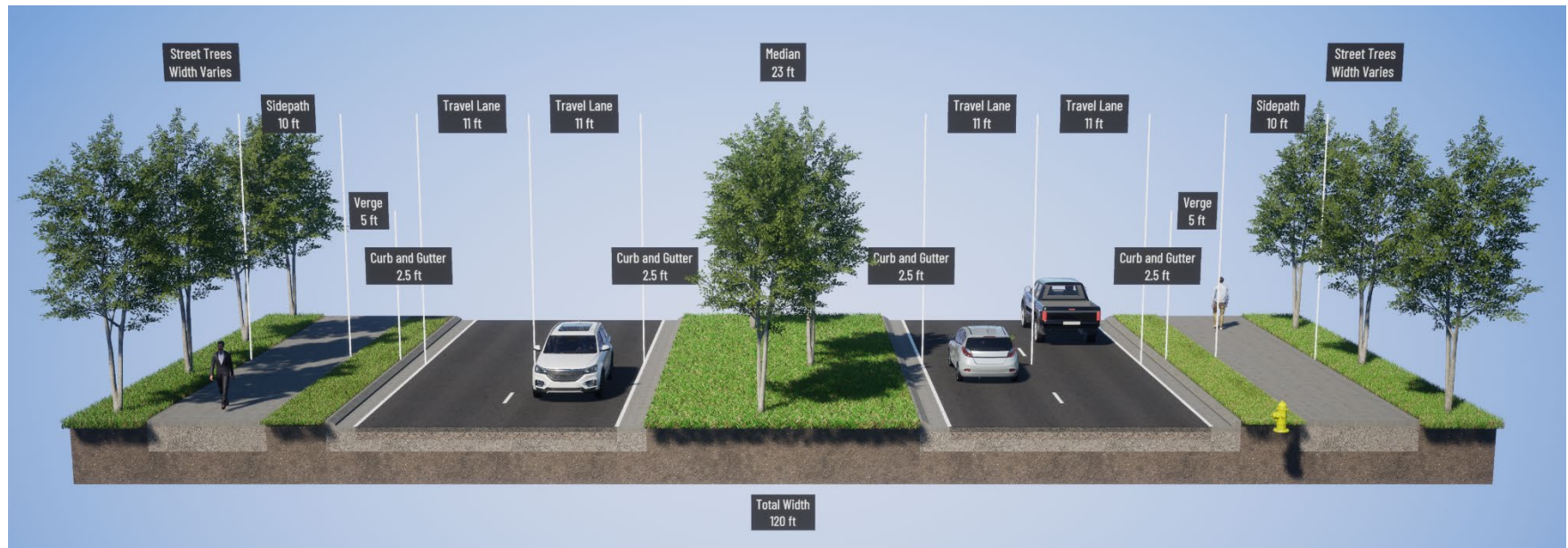
3-Lane Undivided with Two-Way Left-Turn Lane and Sidewalks



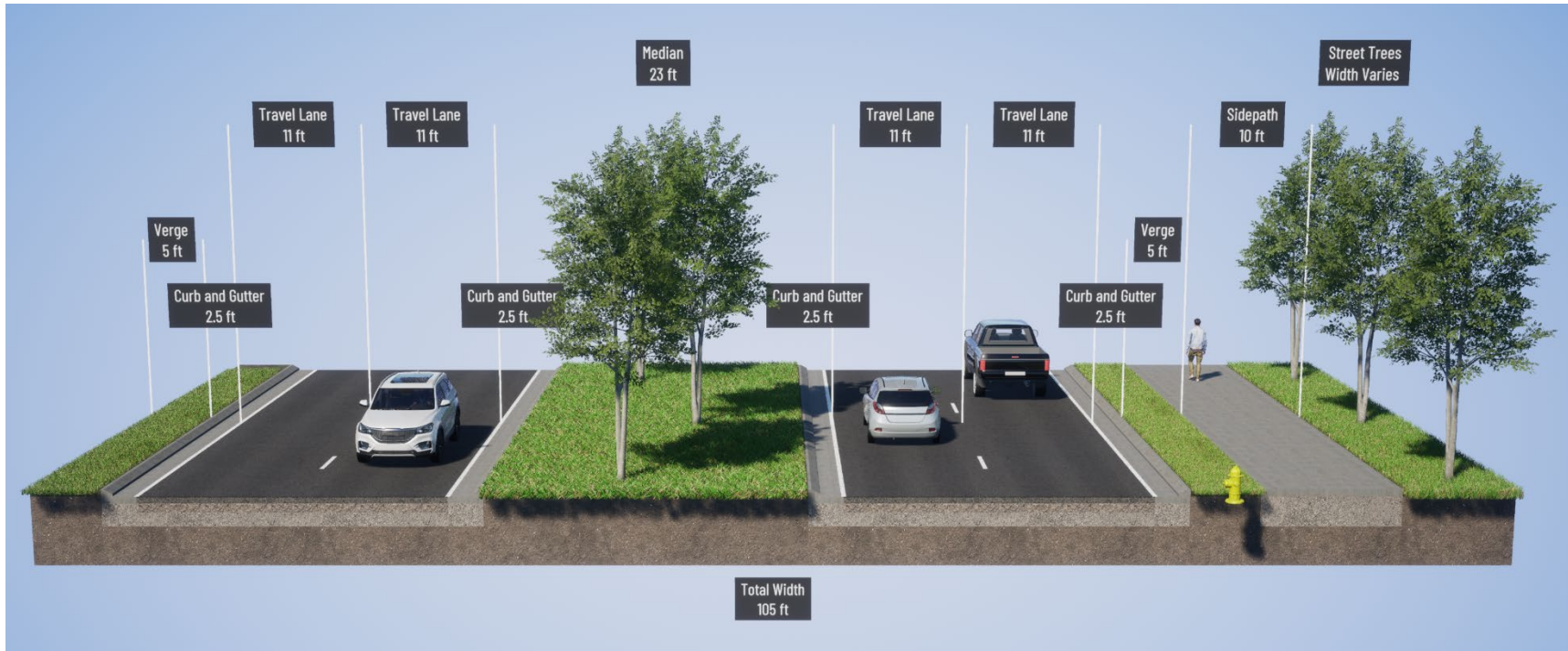
3-Lane Undivided with Two-Way Left-Turn Lane, Bike Lanes, and Sidewalks



4-Lane Median-Divided with Sidepaths



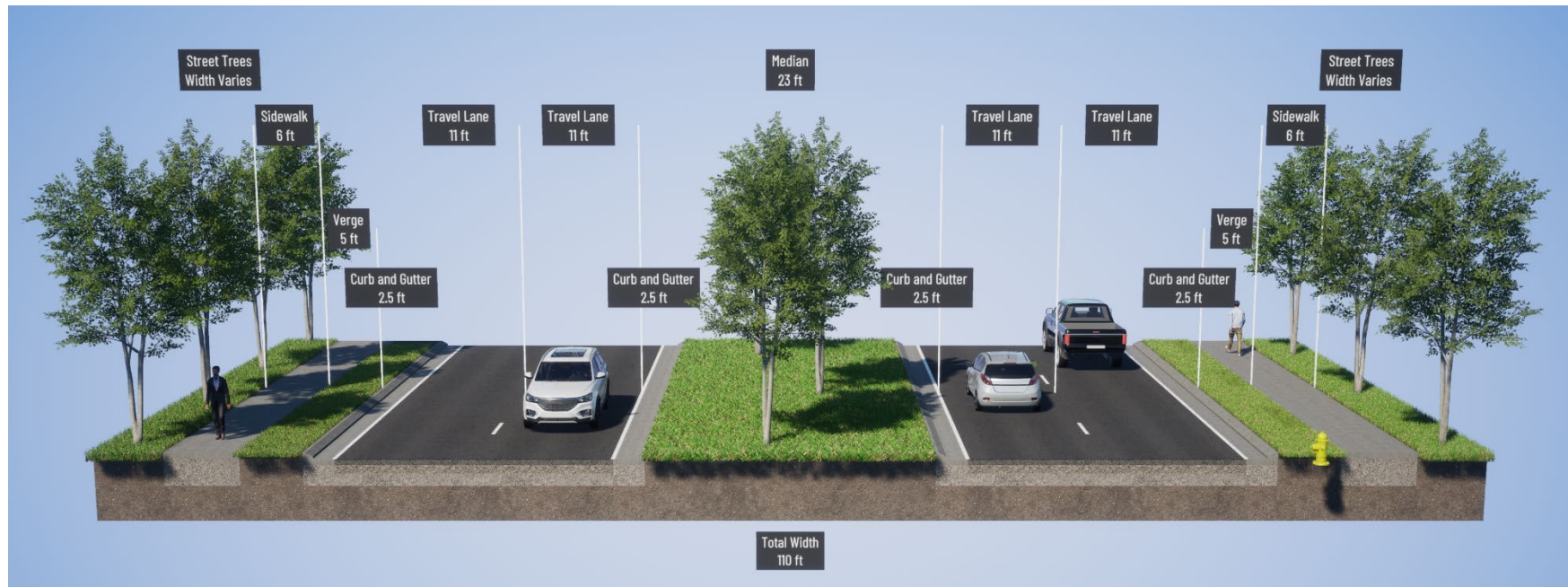
4-Lane Median-Divided with 1 Sidepath



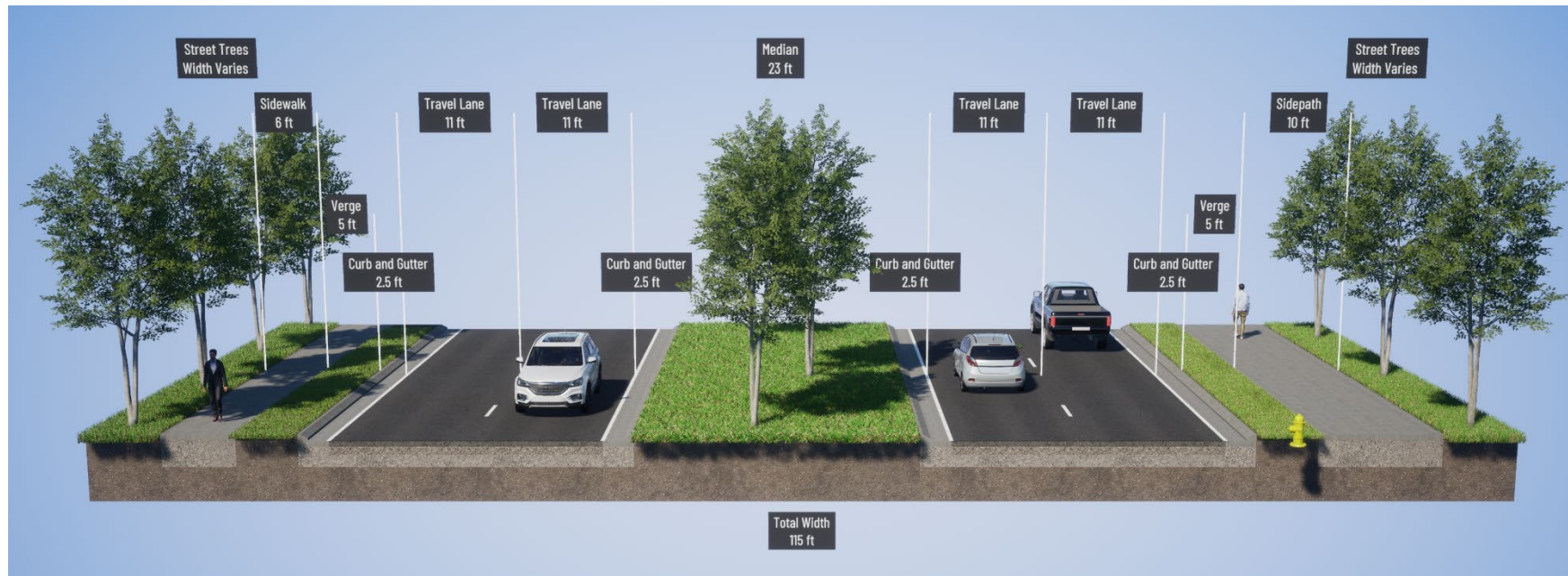
Notes:

- The final CTP report will detail the specific side of the roadway the sidepath is to be placed

4-Lane Median-Divided with Sidewalks



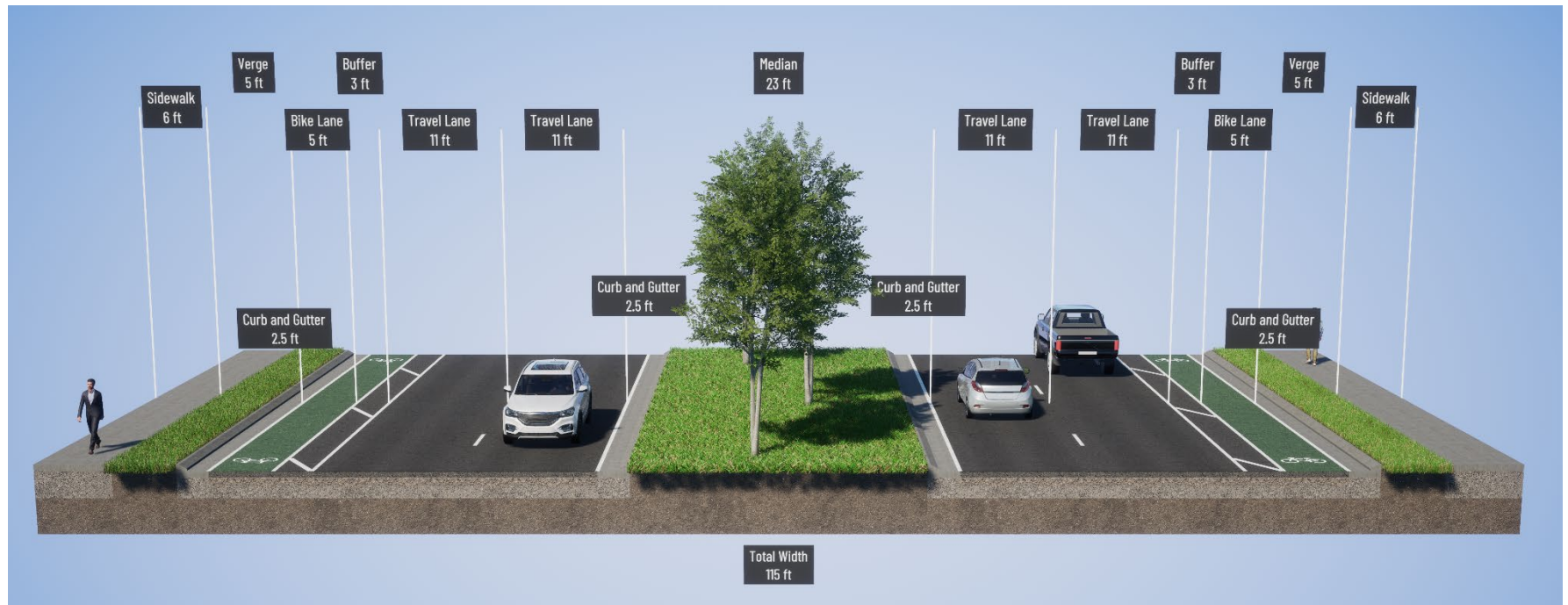
4-Lane Median-Divided with 1 Sidewalk and 1 Sidepath on Opposite Sides



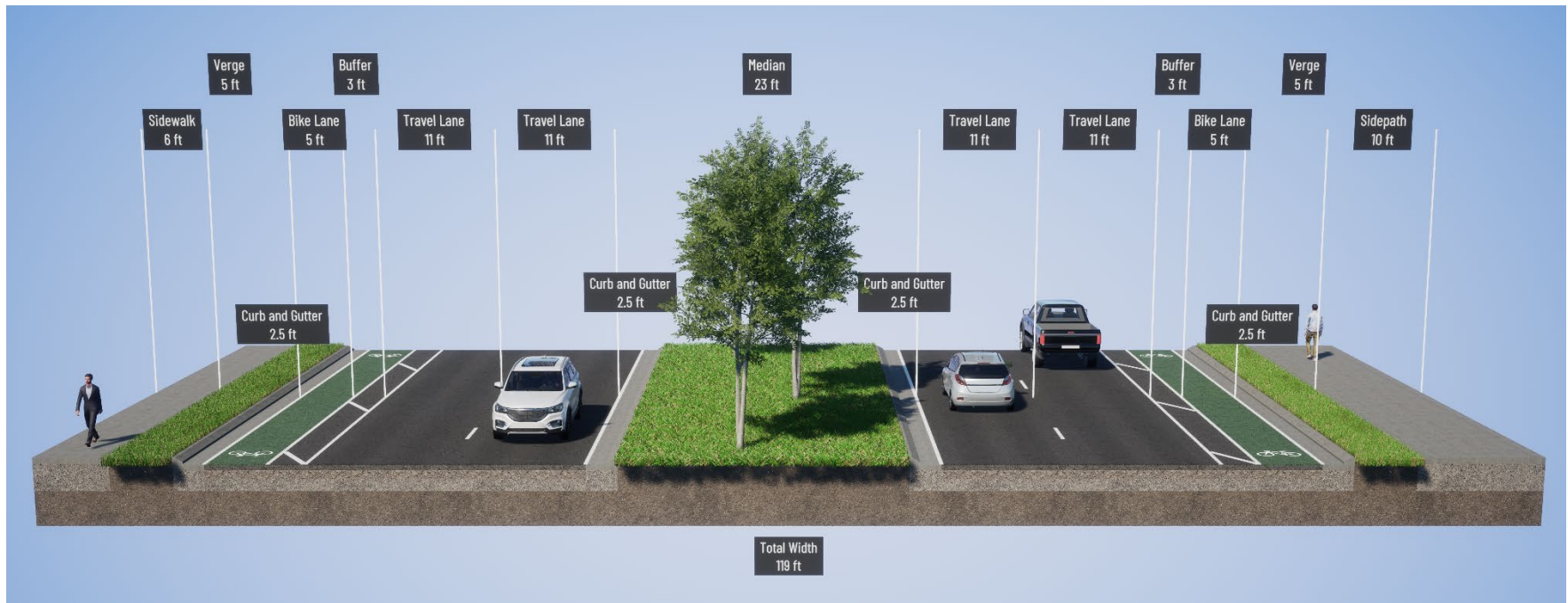
Notes:

- The final CTP report will detail the specific side of the roadway the sidepath and sidewalk are to be placed

4-Lane Median-Divided with Sidewalks and Bike Lanes



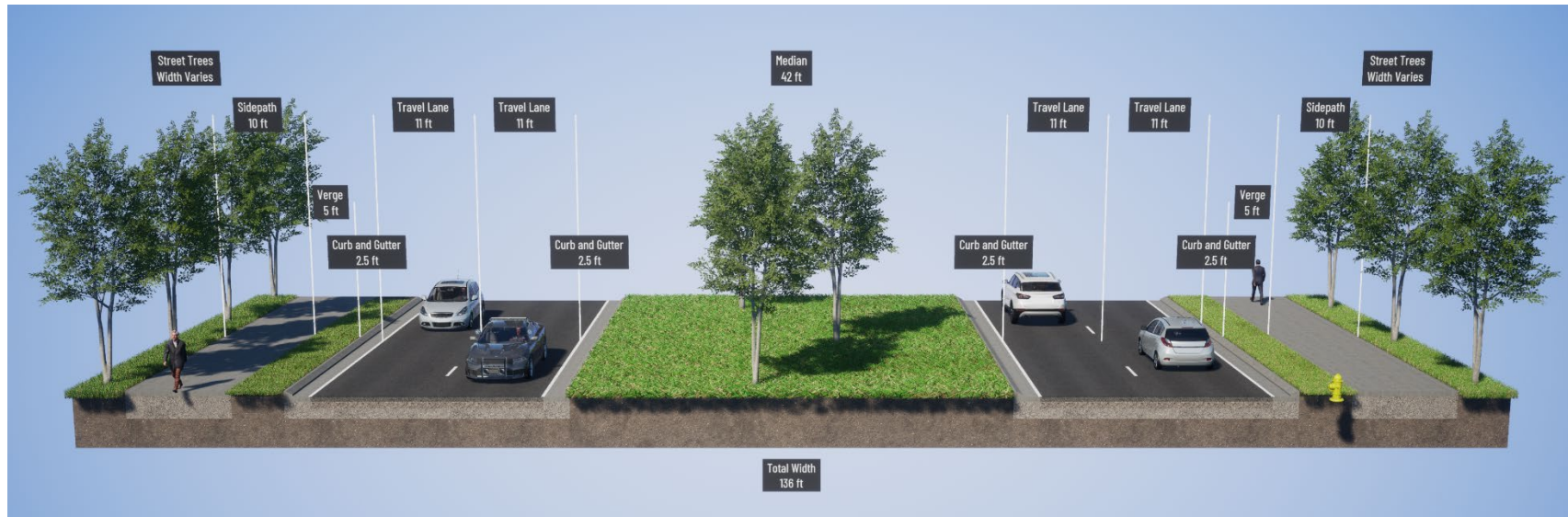
4-Lane Median-Divided with Bike Lanes and 1 Sidewalk and 1 Sidepath on Opposite Sides



Notes:

- The final CTP report will detail the specific side of the roadway the sidepath and sidewalk are to be placed

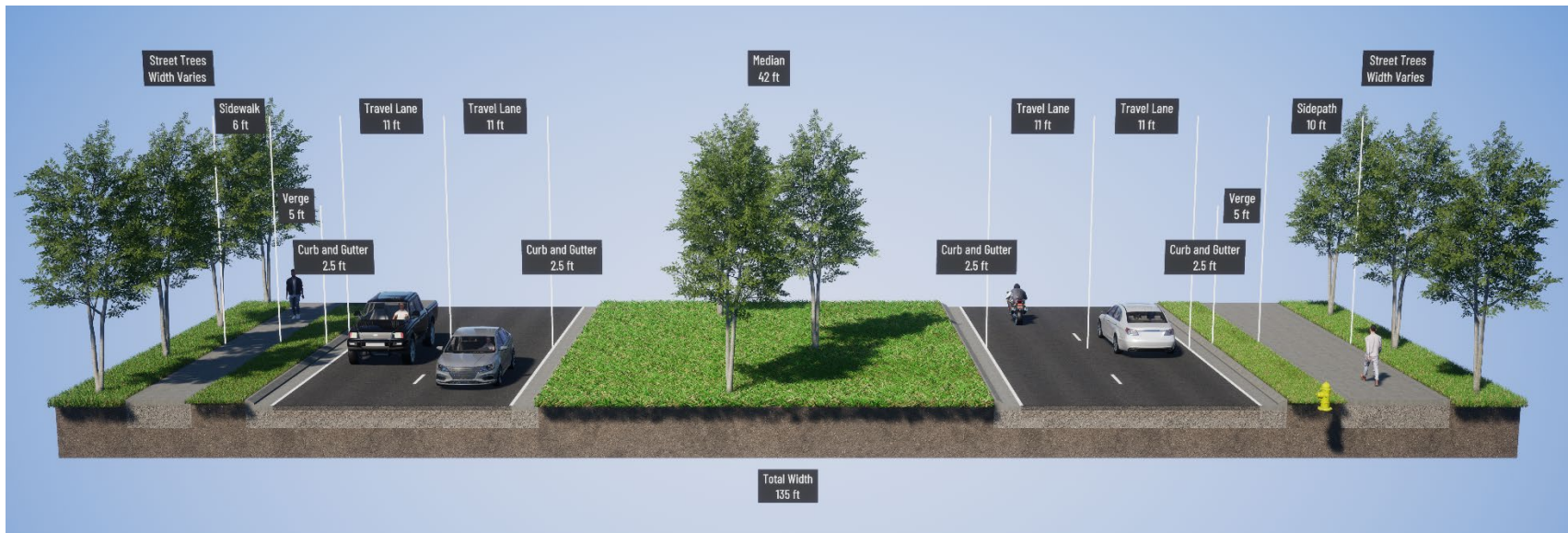
4-Lane Median-Divided with Sidepaths and Bus Median



Notes:

- Median width is 42' to accommodate the potential for future bus lanes
- Each bus lane would be 12', and an 18' median would be retained
- Presented this way to allow for flexibility of bus lane placement (inside or outside)

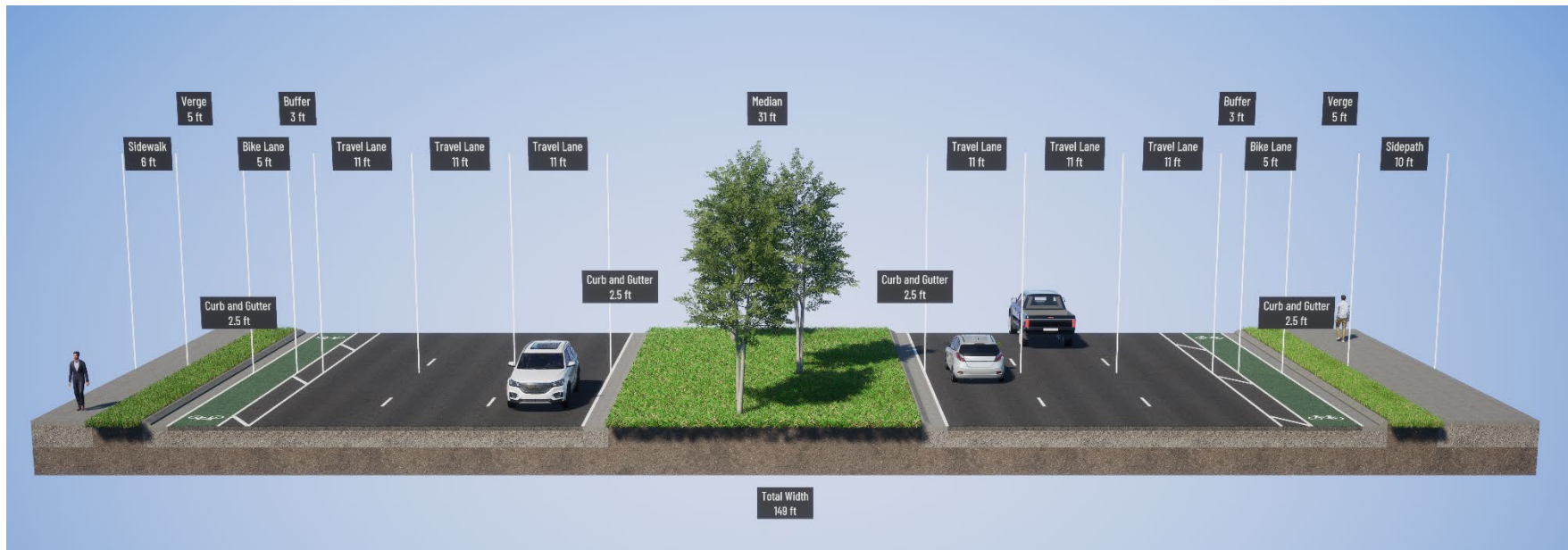
4-Lane Median-Divided with 1 Sidewalk and 1 Sidepath on Opposite Sides and Bus Median



Notes:

- Median width is 42' to accommodate the potential for future bus lanes
- Each bus lane would be 12', and an 18' median would be retained
- Presented this way to allow for flexibility of bus lane placement (inside or outside)
- The final CTP report will detail the specific side of the roadway the sidepath and sidewalk are to be placed

6-Lane Median-Divided with Bike Lanes and 1 Sidewalk and 1 Sidepath on Opposite Sides



Notes:

- The final CTP report will detail the specific side of the roadway the sidepath and sidewalk are to be placed

Morrisville CTP **DRAFT** Implementation Plan

Introduction

The success of the Town of Morrisville Comprehensive Transportation Plan will depend on effective collaboration among local, regional, and state officials to implement its projects and policies in a meaningful way. The plan's recommendations build on the Town's historic and ongoing efforts to improve the transportation network through facility improvements, close coordination with agency partners, and supportive local policies. Completion of this plan represents an important step toward implementing multimodal improvements that support travel safety, access and connectivity, mobility, development patterns, and the overall character of the Town of Morrisville. This chapter provides a focused set of recommendations to help local staff continue advancing the plan and pursue strategic opportunities to expedite implementation.

Responsible Agencies

To successfully implement this plan, responsible agencies have been identified based on their ability to influence, authorize, fund, or deliver recommended improvements. Some recommendations will be implemented locally through the development review process, while major infrastructure improvements will likely rely on state and/or federal funding. Because transportation funding is limited and highly competitive, implementation will require coordinated action among NCDOT, CAMPO, the Town of Morrisville, private developers, and other partners. Morrisville will also need to coordinate with neighboring jurisdictions and partners, including the Town of Cary and Research Triangle Park (RTP), where recommendations extend beyond Town limits or connect to regional facilities.

Implementation

The core of the implementation strategy is contained within this chapter, which identifies a concrete set of steps to advance the vision of the Town of Morrisville Comprehensive Transportation Plan. Through well-guided transportation and land use policies, strategic partnerships, and continued coordination, the plan's recommendations can be translated into achievable actions grounded in realistic expectations.

Funding Opportunities

Funding to implement the recommendations in the Town of Morrisville Comprehensive Transportation Plan will likely come from a combination of local, state, and federal programs, along with development contributions. A comprehensive transportation network can be built incrementally through local policies and initiatives, supplemented by state and federal programs and support from the private sector. It will be important for the Town of Morrisville, in collaboration with CAMPO, NCDOT, and other external local and regional transportation planning, project programming, and funding partners, to continue pursuing funding resources that can help implement the recommendations of this plan.

Very generally, projects that are smaller in scope and scale and lower in cost are more suitable opportunities for the Town to fund and implement. Larger-scale and more costly projects are less suitable for the Town to fund and implement and rely more heavily on external partners to deliver. It is also important to note that transportation funding and technical capacity resources are limited, and implementation of transportation projects takes time. Not all projects that are priorities to the Town can feasibly be implemented within highly constrained timeframes. Potential financing strategies and funding sources available to the Town of Morrisville are defined in Tables 1 and 2 below.

Going forward, the Town of Morrisville can use funding guidance provided by CAMPO and NCDOT, along with other relevant local, regional, state, and federal resources, to continue assessing how best to leverage transportation financing and funding strategies. Remaining flexible and open to different funding approaches will help the Town respond to opportunities as they become available. This approach will support Morrisville's continued progress toward its transportation vision through the strategic advancement of projects, programs, and policies.

Table 1: Potential Transportation Financing Strategies

Potential Transportation Financing Strategies	
Funding Source	Description
Town Capital Improvement Program (CIP)	Local funding programmed through the Town's capital budgeting process to advance priority transportation, bicycle, pedestrian, public transit, and greenway improvements.
Development Contributions	Improvements delivered or supported through private development review, including frontage improvements, site access upgrades, multimodal connections, and other potential transportation network improvements to mitigate impacts associated with the proposed development. These may be constructed by developers or by the Town or others using developer payments-in-lieu of construction.
CAMPO Locally Administered Projects Program (LAPP)	A competitive regional funding program that supports locally administered transportation projects, including bicycle, pedestrian, roadway, and transit-related improvements.
NCDOT Strategic Prioritization (SPOT)/STIP	State and federal transportation funding programmed through NCDOT's prioritization process and the State Transportation Improvement Program (STIP). NCDOT administers its SPOT process to prioritize and inform programming of projects in the STIP every two years.
Wake Transit Program/Community Funding Area Program (CFAP)	Public transportation planning, capital, and operations funding levied through a ½ percent Wake County sales tax and vehicle registration taxes and applied to various projects in accordance with countywide planning and programming or through a competitive sub-program.
Federal Discretionary Grants	Competitive federal grant opportunities that may support safety, multimodal, resiliency, and community connectivity improvements. These opportunities also include support for public transportation facilities. Examples of discretionary federal grant opportunities include the Safe Streets for All (SS4A) program and the Federal Transit Administration (FTA) Buses and Bus Facilities program.
Federal Transit Formula Funds	Federal transit funds authorized and appropriated by the U.S. Congress on an annual basis to support public transportation planning, capital, and operating activities.

Table 2: Potential Transportation Funding Sources

Potential Transportation Funding Sources	
Funding Source	Description
Property Tax	The primary source of revenue for many municipalities and counties that is levied annually on private property (land, buildings, vehicles) and is based on the value of the private property.
Motor Vehicle License Fee	A fee charged each year when a resident registers a vehicle with the state.
Powell Bill	Funds generated by the state gasoline tax that are distributed by the state to municipalities to help fund transportation projects on municipally-maintained roads. Also known as State Aid to Municipalities funding.
Development Requirements	Requirements the Town places on new development to construct infrastructure to serve that development and to mitigate other transportation network impacts, including thoroughfare requirements from the adopted Transportation Plan and recommendations for improvements in transportation impact analyses (TIAs).
NCDOT STIP Funding	The traditional source of transportation funding in North Carolina for state roads – most of this funding comes from vehicle sales tax and state and federal gasoline tax revenues.
CAMPO/Federal Funding	These funds are generally distributed through competitive grant processes and are generated from the federal budget.
Local Sales Tax	Levied by the county and collected by the state on purchases made within a county (includes the majority of funds collected for the Wake Transit Program).
Special Assessments- Private Property	Assessments levied on property to pay for public improvements benefiting that property with no related outside financing.
State General Fund	Miscellaneous funds occasionally distributed by the state to municipalities through a competitive process or to account for legislative earmarks.

Action Plan

This section identifies the steps local leaders can take to implement the recommendations of this plan and the key agencies that should be involved. These recommendations are intended to address existing and anticipated future needs within the study area. Some needs are more urgent, while others will become more important as the area continues to grow and travel characteristics change. The action items in this chapter are organized into four implementation tiers: Immediate, which includes the next five years; Near-Term, which includes the next 10 years; Mid-Term, which includes the next 15 years; and Long-Term, which includes the next 20 or more years. Immediate and near-term tasks should be initiated soon after plan adoption to build on the momentum created through the planning process.

Except where specifically noted in the transit programming section, the following programming sections do not include existing and committed projects; for information on existing and committed projects, refer to Chapter 3.

Roadway Facility Improvements Programming

The tables and corresponding map below communicate the implementation plan for roadway and intersection projects developed and sourced through the Comprehensive Transportation Plan planning process. They summarize when each improvement is expected to move forward; the primary agencies or partners that could be responsible for, or play a key role in, implementation; and the recommended funding source or strategy that may be used to advance each project.

In the tables below, the agency/partner columns are intended to identify the entities that may be involved in advancing a project from planning to delivery, including project-level planning, environmental review, design, right-of-way acquisition, utility relocation, permitting, construction, and ongoing coordination. In many cases, a checked entity may not be solely responsible for delivering the project but may have an important role in funding and ultimately delivering the project. Most of the partners included in the tables will be involved in the project listed from a coordination and consultation perspective along the way.

Prioritization was used as one tool to help inform the implementation tier assigned to each roadway or intersection project. However, prioritization and programming are not one-for-one, and the programming shown below does not exactly mirror the priority results because factors such as funding availability, project readiness, partner coordination, and implementation feasibility also influence when projects can move forward. For more information regarding prioritization, see Chapter 3 and Appendix X.

Table 3: Immediate-Term Roadway Facility Improvements Programming Matrix

Project ID	Roadway	Extents	Improvement	Morrisville	NCDOT	CAMPO	Developer	Neighboring Municipality	Funding
I-01	Slater Rd at Sorrell Grove Church Rd	N/A	Intersection Improvement	✓	✓				LAPP Town CIP
I-04	NC 54 at Morrisville Pkwy	N/A	Intersection Improvement	✓	✓	✓			SS4A LAPP Town CIP
I-09	NC 54 at Keybridge Dr	N/A	Intersection Improvement	✓	✓				LAPP Town CIP
I-12	Church St at Treybrooke Dr	N/A	Intersection Improvement	✓	✓				LAPP Town CIP
I-13	Church St at Jeremiah St	N/A	Intersection Improvement	✓	✓				LAPP Town CIP
I-14	Downing Glen Dr at Town Hall Dr	N/A	Intersection Improvement	✓					LAPP Town CIP
I-15	Church St at Downing Glen Dr	N/A	Intersection Improvement	✓	✓				LAPP Town CIP
I-05	Davis Dr at Morrisville Carpenter Rd	N/A	Intersection Improvement	✓	✓	✓			LAPP SPOT/STIP Town CIP
R-20	Morrisville Parkway*	Davis Dr to NC 54	Access Management	✓	✓	✓			SS4A LAPP Town CIP

*Includes intersection improvements at Davis Drive/Morrisville Parkway

Table 4: Near-Term Roadway Facility Improvements Programming Matrix

Project ID	Roadway	Extents	Improvement	Morrisville	NCDOT	CAMPO	Developer	Neighboring Municipality	Funding
I-03	NC 54 at NW Cary Pkwy	N/A	Intersection Improvement	✓	✓	✓			LAPP SPOT/STIP Town CIP
I-07	Slater Rd at Carrington Mill Blvd	N/A	Intersection Improvement	✓	✓				LAPP Town CIP
I-10	Davis Dr at Parkside Valley Dr*	N/A	Intersection Improvement	✓	✓				LAPP Town CIP
R-16	Church St	Mason Farm Rd to McCrimmon Pkwy	Center Turn Lane	✓	✓		✓		Town CIP Development Coordination
R-16	Church St	McCrimmon Pkwy to Carolina St	Center Turn Lane	✓	✓		✓		Town CIP Development Coordination

*Pedestrian access and crossing improvements at the intersection of Davis Drive and Parkside Valley Drive are planned to be implemented in the immediate-term with NCDOT STIP project U-5747 (McCrimmon Parkway widening from Davis Drive to Perimeter Park Drive).

Table 5: Mid-Term Roadway Facility Improvements Programming Matrix

Project ID	Roadway	Extents	Improvement	Morrisville	NC DOT	CAMPO	Developer	Neighboring Municipality	Funding
R-02	NC 54	Cary Pkwy to Weston Pkwy	Access Management		✓	✓			SPOT/STIP
R-03	NC 54	Weston Pkwy to Aviation Pkwy	Widening		✓	✓			SPOT/STIP
R-04	Airport Blvd Extension Phase 2*	NC 54 to Church St	New Alignment		✓	✓			SPOT/STIP Other State or Federal Discretionary Funding
I-02	Airport Boulevard at NC 54 Grade Separation**	N/A	Intersection Improvement	✓	✓	✓			SPOT/STIP Other State or Federal Discretionary Funding
R-09	Airport Blvd	NC 54 to Slater Rd	Access Management	✓	✓	✓	✓		LAPP Town CIP Development Coordination
R-11	McCrimmon Pkwy	Davis Dr to Louis Stephens Rd	Widening	✓	✓	✓	✓	✓	LAPP Town CIP Development Coordination
R-12	NC 54	NW Maynard Rd to NW Cary Pkwy	Widening		✓	✓			SPOT/STIP
R-13	Southport Dr Extension	International Dr to McCrimmon Pkwy	New Alignment	✓			✓		Development Coordination Town CIP

*Project is included in the 2045-2055 decade of the CAMPO Metropolitan Transportation Plan (MTP) based on the availability of regularly assumed funding sources but may be implemented sooner using alternative funding sources, such as federal or state discretionary grants.

**The Airport Blvd/NC 54 grade separation will likely be implemented as part of the Airport Blvd Extension Phase 2 project but may be segmented as a different project for project eligibility purposes.

Table 6: Long-Term Roadway Facility Improvements Programming Matrix

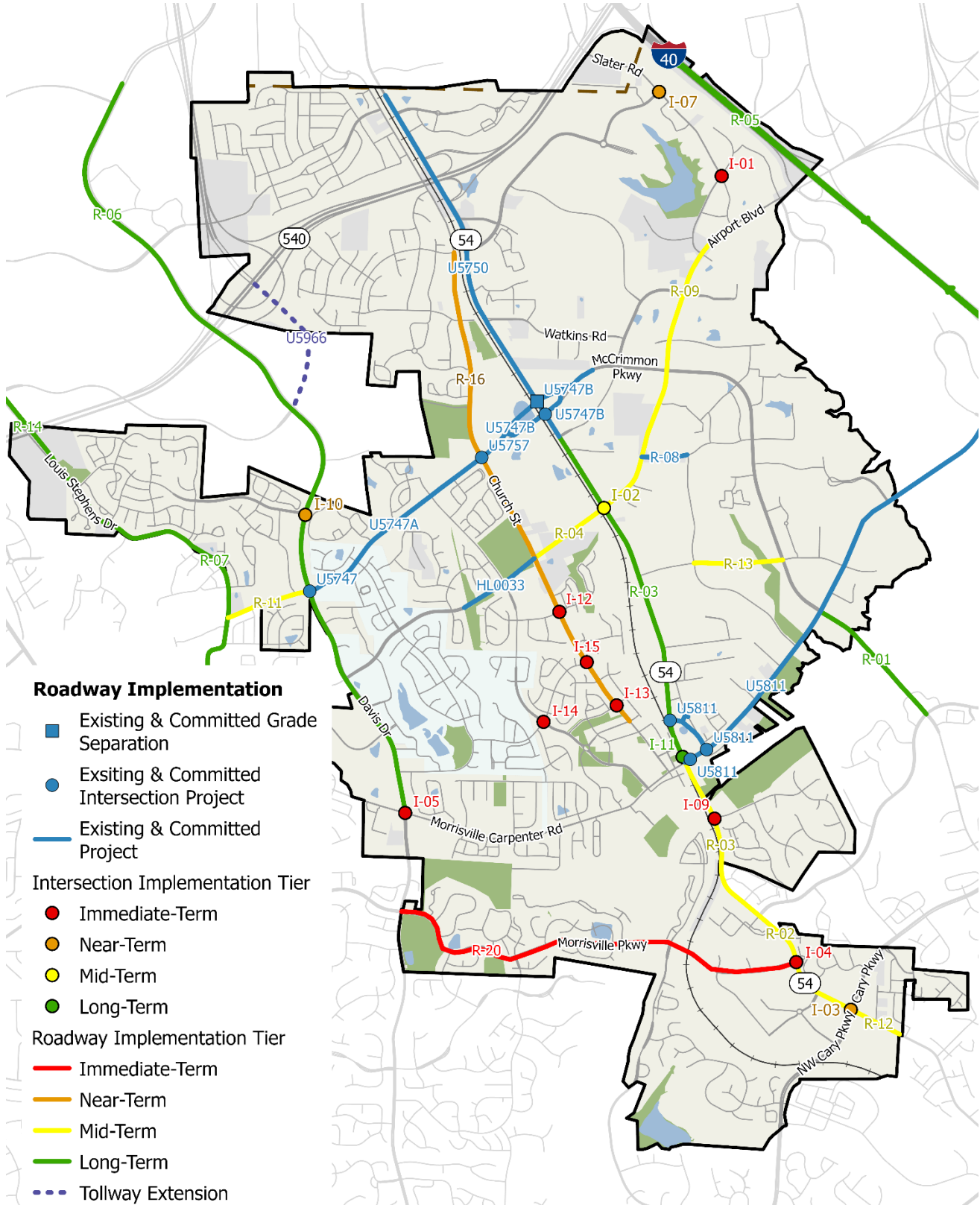
Project ID	Roadway	Extents	Improvement	Morrisville	NCDOT	CAMPO	Developer	Neighboring Municipality	Funding
R-01	Evans Rd	Aviation Pkwy to Weston Pkwy	Widening		✓	✓			SPOT/STIP
R-03	NC 54	Aviation Pkwy to McCrimmon Pkwy	Widening		✓	✓			SPOT/STIP Development Coordination
R-05	I-40 Managed Lanes	Durham County Line to Wade Ave	Widening		✓	✓			SPOT/STIP
R-06	Davis Dr	Town Limits to Town Limits	Widening (to include bus lanes)		✓	✓	✓		SPOT/STIP Development Coordination Wake Transit Funding
R-07	Louis Stephens Dr	Poplar Pike Ln to Airport Blvd	Widening		✓	✓	✓	✓	SPOT/STIP LAPP Town of Cary
R-14	Louis Stephens Dr	Poplar Pike Ln to Little Dr	Widening		✓	✓	✓		SPOT/STIP
I-11	Aviation Pkwy/Morrisville Carpenter Rd at NC 54*	N/A	Intersection Improvement		✓	✓			SPOT/STIP



Project ID	Roadway	Extents	Improvement	Morrisville	NCDOT	CAMPO	Developer	Neighboring Municipality	Funding
U-5966	NC 885 Tollway Extension	NC 540 to McCrimmon Pkwy/Little Dr	New Alignment		✓				SPOT/STIP Other State or Federal Discretionary Funding

*Some improvements to the Aviation Parkway/NC 54 intersection will be implemented with the committed project to widen Aviation Parkway from NC 54 to I-40 (NCDOT STIP project U-5811).

Figure 1: Roadway Facility Improvements Implementation Program



Greenway Facility Improvements Programming

The tables and corresponding map below communicate the implementation plan for greenway projects and key bicycle and pedestrian connection points developed and sourced through the Comprehensive Transportation Plan planning process. They summarize when each greenway improvement is expected to move forward, the primary agencies or partners that could be responsible for, or play a key role in, implementation, and the recommended funding source or strategy that may be used to advance each project.

The agency/partner columns are intended to identify the entities that may be involved in advancing greenway projects from planning to delivery, including project-level planning, feasibility assessment, environmental review, design, right-of-way or easement acquisition, utility coordination, permitting, construction, and ongoing coordination. In many cases, a checked entity may not be solely responsible for delivering the project but may have an important role in funding, programming, technical review, approvals, local coordination, property coordination, or implementation support.

Prioritization was used as one tool to help inform the implementation tier assigned to each greenway project. However, prioritization and programming are not one-for-one, and the programming shown below does not exactly mirror the prioritization results because factors such as funding availability, project readiness, partner coordination, and implementation feasibility also influence when greenway projects can move forward. For more information regarding prioritization, see Chapter 3 and Appendix X.

Table 7: Near-Term Greenway Facility Improvements Programming Matrix

Project ID	Roadway	Extents	Morrisville	NCDOT	CAMPO	Developer	Neighboring Municipality	Funding
G-24	Crabtree Creek Greenway Connector*	Crabtree Creek Greenway to Aviation Pkwy	✓			✓		Development Coordination Town CIP
G-06	Fairview Greenway	Aviation Pkwy to Crabtree Creek Greenway	✓					Town CIP Grant Funding
G-11	Stirrup Iron Creek Greenway	Mills Spring Greenway to Carrington Mill Blvd	✓	✓	✓			Town CIP SPOT/STIP LAPP Other State or Federal Discretionary Funding
G-12	Mills Spring Greenway	Transformation Rd to Paramount Pkwy	✓			✓		Town CIP Development Coordination
G-15	Saw Mill Creek Greenway	McCrimmon Pkwy to Saw Mill Creek Greenway	✓			✓		Development Coordination Town CIP for Gaps

Project ID	Roadway	Extents	Morrisville	NCDOT	CAMPO	Developer	Neighboring Municipality	Funding
G-17	Saw Mill Creek Greenway	Church St to Saw Mill Creek Greenway	✓			✓		Development Coordination Town CIP
G-20	Triangle Bikeway	N/A			✓			SPOT/STIP Other State or Federal Discretionary Funding
G-22	Saw Mill Creek Greenway	McCrimmon Pkwy to Barbee Rd	✓			✓		Development Coordination Town CIP for Gaps
G-23	Triangle Bikeway Connector	Slater Rd to Triangle Bikeway	✓	✓	✓			Town CIP SPOT/STIP LAPP Other State or Federal Discretionary Funding
BPC-02	Bicycle & Pedestrian Connection	Kit Creek Rd/Church St over rail corridor to NC 54	✓	✓	✓			Town CIP SPOT/STIP LAPP Other State or Federal Discretionary Funding
BPC-04	Bicycle & Pedestrian Connection	Barbee Rd over rail corridor to NC 54	✓	✓	✓			Town CIP SPOT/STIP LAPP Other State or Federal Discretionary Funding

*Project is identified as an **immediate-term** project, but its implementation timeline depends on the implementation timeline for NCDOT STIP project U-5811 (Aviation Parkway widening from NC 54 to I-40).

Table 8: Mid-Term Greenway Facility Improvements Programming Matrix

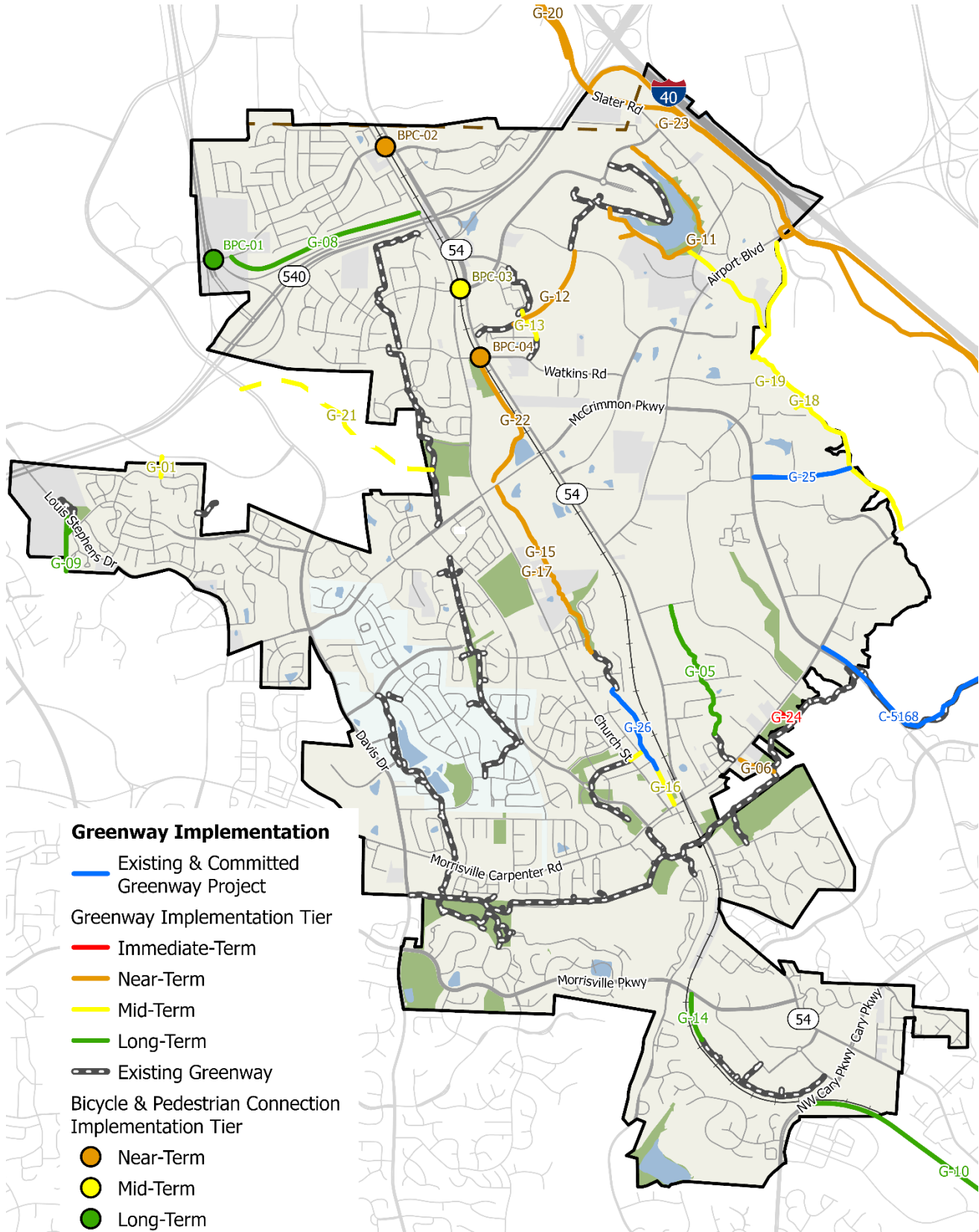
Project ID	Roadway	Extents	Morrisville	NCDOT	CAMPO	Developer	Neighboring Municipality	Funding
G-01	Breckenridge Loop Greenway	Willingham Rd to Little Dr	✓				✓	Town CIP Research Triangle Foundation (RTF) Coordination
G-13	Mills Spring Greenway	Transformation Rd to Aspiration Way	✓	✓	✓	✓		Town CIP LAPP Development Coordination
G-16	Saw Mill Creek Greenway	Saw Mill Creek Greenway to Morrisville Carpenter Rd	✓			✓		Development Coordination Town CIP for Gaps
G-18	Stirrup Iron Creek Greenway	Sorrell Grove Church Rd/Airport Blvd to Aviation Pkwy	✓	✓	✓	✓		Town CIP SPOT/STIP LAPP Development Coordination Other State or Federal Discretionary Funding
G-19	Stirrup Iron Creek Greenway	Trans Air Dr to Stirrup Iron Creek Greenway	✓	✓	✓	✓		Town CIP SPOT/STIP LAPP Development Coordination Other State or Federal Discretionary Funding
G-21	Proposed RTP Greenway	Davis Dr to Shiloh Greenway	✓				✓	RTF and Property Owner Coordination

Project ID	Roadway	Extents	Morrisville	NCDOT	CAMPO	Developer	Neighboring Municipality	Funding
BPC-03	Bicycle & Pedestrian Connection	Mason Farm Rd/Church St over rail corridor to NC 54	✓	✓	✓			Town CIP SPOT/STIP LAPP Other State or Federal Discretionary Funding

Table 9: Long-Term Greenway Facility Improvements Programming Matrix

Project ID	Roadway	Extents	Morrisville	NCDOT	CAMPO	Developer	Neighboring Municipality	Funding
G-05	Fairview Greenway	Southport Dr to Fairway Greenway	✓			✓		Development Coordination Town CIP for Gaps
G-08	Kitt Creek Greenway	Kitt Creek Rd to Church St	✓	✓	✓			Town CIP SPOT/STIP LAPP Other State or Federal Discretionary Funding
G-09	Kitt Creek Greenway	Louis Stephens Dr to Western Town Boundary	✓			✓		Development Coordination Town CIP for Gaps
G-10	Lexie Lane Greenway	NW Cary Pkwy to NW Maynard Rd	✓			✓	✓	Development Coordination Town CIP for Gaps
G-14	Park West Village Greenway	Morrisville Pkwy to Park West Village Greenway	✓			✓		Development Coordination Town CIP for Gaps
BPC-01	Bicycle & Pedestrian Connection	Kitt Creek Rd Bridge over Triangle Expressway	✓	✓	✓		✓	Town CIP SPOT/STIP LAPP Other State or Federal Discretionary Funding

Figure 2: Greenway Facility Improvements Programming



Concurrent Bicycle and Pedestrian Improvements Programming

Bicycle and pedestrian needs are accounted for through both the roadway and intersection prioritization processes, which are used to help inform the implementation plan in this chapter. In each process, the Bicycle and Pedestrian Effectiveness criterion evaluates how well a project supports walking and biking, with higher scores assigned to projects that include sidewalks, bicycle facilities, or both, especially when they connect to existing pedestrian or bicycle networks. As one component of each overall project score, this criterion helps elevate roadway and intersection projects that improve travel options beyond driving alone and contribute to a more connected transportation system for people walking and biking.

Because bicycle and pedestrian improvements recommended along Morrisville's roadways are generally intended to be advanced as part of broader roadway, intersection, and development-related improvements, they are not programmed as individual projects in this implementation plan. These improvements may include sidepaths, bicycle lanes, and sidewalk gap closures. This approach recognizes that bicycle and pedestrian accommodations along roadways are often most efficiently implemented when roadway projects are designed, funded, and constructed, allowing multimodal needs to be addressed in a coordinated manner. As roadway projects move forward, the Town should continue to evaluate opportunities to incorporate sidewalks, sidepaths, crossings, bicycle facilities, and other pedestrian and bicycle enhancements consistent with the recommendations of this plan. However, there may be instances for which the Town chooses to advance a roadway bicycle or pedestrian improvement as a standalone project based on safety needs, connectivity gaps, community priorities, available funding, or other implementation opportunities.

Transit Improvements Programming

The table below communicates the implementation plan for transit projects sourced from the Wake County Transit Plan, CAMPO's 2055 MTP, and the Town of Morrisville Alternative Transit Study. They summarize when each transit improvement is expected to move forward; the primary agencies/partners that could be responsible for, or play a key role in, implementation; and the recommended funding source or strategy that may be used to advance each project.

A prioritization process was not conducted for transit projects because these recommendations were sourced from the entities, plans, and studies that are expected to guide or support their implementation, including the Wake County Transit Plan, CAMPO's 2055 Metropolitan Transportation Plan, and the Town of Morrisville Alternative Transit Study. As a result, the transit implementation plan reflects the timing, roles, and funding strategies identified through those planning efforts rather than a locally developed prioritization score. The Town should continue coordinating with regional transit partners to monitor project status, identify opportunities for advancement, and support implementation of transit enhancements that improve mobility and access in Morrisville. For more information regarding transit projects, see Chapter 3.

Table 10: Immediate-Term and Near-Term Transit Facility Improvements Programming Matrix

Project ID	Transit Route/Stop	Roads Impacted	Morrisville	NCDOT	CAMPO	Developer	Neighboring Municipality	Funding
T-07	Smart Shuttle Node at Wegmans (Twin Lakes Center)	Davis Dr, Airport Blvd & Chessway Dr	✓					Town CIP Wake Transit Funding
T-08	Smart Shuttle Node at East Ridge	Airport Blvd, Perimeter Park Dr, & Claren Circle	✓					Town CIP Wake Transit Funding
T-09	Smart Shuttle Node at Factory Shops Road	Airport Blvd, Slater Rd, & Copley Pkwy	✓					Town CIP Wake Transit Funding
T-10	Smart Shuttle Node at Indian Creek Greenway Trailhead	Aviation Pkwy & Town Hall Dr	✓					Town CIP Wake Transit Funding
T-11	Smart Shuttle Node at Food Lion (Bethany Village)	Davis Dr	✓					Town CIP Wake Transit Funding
T-12	Smart Shuttle Node at Morrisville Pkwy near Double Eagle Court	Morrisville Pkwy	✓					Town CIP Wake Transit Funding
T-13	Smart Shuttle Node at McCrimmon Pkwy at Liberty Rose Dr	McCrimmon Pkwy & Liberty Rose Dr	✓					Town CIP Wake Transit Funding
T-14	Smart Shuttle Node at Walmart Super Center	NC 54 (Chapel Hill Rd) & Shiloh Glenn Dr	✓					Town CIP Wake Transit Funding
T-15	Smart Shuttle Node Morrisville Station/Greenwood Village	NC 54 (Chapel Hill Rd)	✓					Town CIP Wake Transit Funding
T-04	Wake BRT: Western Corridor Extension	Evans Rd, McCrimmon Pkwy, NC 54	✓	✓	✓		✓	Wake Transit Funding SPOT/STIP

Note: Immediate-term projects are provided in dark green text above.

Table 11: Long-Term Transit Facility Improvements Programming Matrix

Project ID	Roadway	Extents	Morrisville	NCDOT	CAMPO	Developer	Neighboring Municipality	How
T-01	Davis Drive BRT	Davis Dr		✓	✓			Wake Transit Funding SPOT/STIP
T-02	Airport Boulevard BRT	McCrimmon Pkwy, Airport Blvd		✓	✓			Wake Transit Funding SPOT/STIP
T-03	Chapel Hill – RTP BRT Corridor	NC 54, NC 540, I-40		✓	✓			Wake Transit Funding SPOT/STIP
T-05	Regional Rail Improvements	North Carolina Railroad Corridor		✓				Wake Transit Funding SPOT/STIP
T-06	Morrisville Transit Transfer Facility/ Train Station	Between Church St, NC 54, and Rail Line near transit-oriented development	✓	✓	✓	✓		Town CIP SPOT/STIP LAPP Wake Transit Funding

Program and Policy Measures

This section will be added later once analysis on policy and programs is complete.

Conclusion

The Town of Morrisville Comprehensive Transportation Plan provides a vision for transportation recommendations that address existing and future needs and priorities across all travel modes. This Action Plan will help staff and elected officials advocate for projects and policies that have the greatest positive impact on the Town. While Morrisville has many identified transportation needs, fully funding and implementing these recommendations will take time. As projects move toward funding and implementation, the Town will work with CAMPO and NCDOT to determine how best to advance recommended improvements. The Town will also continue to monitor emerging needs and changes in how projects can be funded and delivered. Project priorities will be reassessed through subsequent updates to this plan. This dynamic process will help the Town of Morrisville effectively address its transportation needs now and into the future.

ATTACHMENT 4: 2019 to 2026 CTP Roadway and Intersections Project Recommendations Status Report

2019 to 2026 CTP Roadway Project Recommendations Status

Roadway Project	From	To	Status (August 2026)
Airport Blvd Access Management	Factory Shops Rd	Slater Rd	Not Funded
	Slater Rd	NC 54	Not Funded
Airport Blvd Extension Phase I – New Location	Church St	Garden Square Ln	Under Construction
Airport Blvd Extension Phase II – New Location	NC 54	Church St	Not Funded; Included in 2045-2055 decade of MTP
Davis Dr Widening	Development Dr	Morrisville-Carpenter Rd	Not Funded; Bus lanes included in the 2035-2045 decade of the MTP
Evans Rd	Aviation Pkwy	Weston Pkwy	Not Funded; Included in 2045-2055 decade of MTP
Louis Stephens Dr Widening	Poplar Pike Ln	McCrimmon Pkwy	Not Funded; Included in 2035-2045 decade of MTP
NC 54 Widening	Shiloh Glenn Dr	Perimeter Park Dr	Funded in 2026-2035 STIP/Estimated Construction Letting in 2028
	Perimeter Park Dr	Weston Pkwy	Not Funded; Included in 2035-2045 decade of MTP
	Weston Pkwy	NW Cary Pkwy	Not Funded; Converted to access management project in 2026 CTP Recommendations
	NW Cary Pkwy	Wilson Rd	Not Funded; Included in 2035-2045 decade of MTP
International Dr Extension	End of International Dr	Morrisville East Connector	Complete
Marcom Dr Extension	End of Marcom Dr	Paramount Pkwy	Not Funded/Removed from CTP Update Recommendations
Mason Farm Rd Extension	Screven Rd	Town Hall Dr Extension	Not Funded/Removed from CTP Update Recommendations
McCrimmon Parkway Widening	Davis Dr	Louis Stephens Dr	Not Funded; Included in 2035-2045 decade of MTP
Morrisville East Connector	Airport Blvd	McCrimmon Pkwy	Partially Complete/ Full roadway is committed
Odyssey Dr Extension	Trans Air Dr	McCrimmon Pkwy	Under Construction

ATTACHMENT 4: 2019 to 2026 CTP Roadway and Intersections Project Recommendations Status Report

Roadway Project	From	To	Status (August 2026)
Southport Dr Extension	Southcenter Ct	McCrimmon Pkwy	Complete
Stockton Gorge Rd Extension	Suffolk Green Ln	Town Hall Dr Extension	Not Funded/Removed from CTP Update Recommendations
Town Hall Dr Extension	McCrimmon Pkwy	Screven Dr	Not Funded/Removed from CTP Update Recommendations
Morrisville Parkway Access Management	Davis Dr	NC 54	Partially Funded; Included in new immediate-term CTP recommendations
Church Street Center Turn Lane	Mason Farm Rd	Carolina St	Not Funded; Included in near-term CTP recommendations
Southport Dr Extension	International Dr	McCrimmon Pkwy	Not Funded; Included in mid-term CTP recommendations
NC 885 Tollway Extension	NC 885	Davis Dr	Not Funded; Included in 2045-2055 decade of MTP and long-term CTP recommendations

Notes: Projects in black carry over from the 2019 CTP to the 2026 CTP recommendations; Projects in burnt orange were removed from the 2026 CTP recommendations; Projects in dark green were added to the 2026 CTP recommendations

ATTACHMENT 4: 2019 to 2026 CTP Roadway and Intersections Project Recommendations Status Report

2019 to 2026 CTP Intersections Project Recommendations Status

Intersection	Improvement	Status (October 2025)
Airport Blvd & NC 54	Grade Separation	Not Funded; Included in 2045-2055 decade of MTP
Crabtree Crossing Pkwy & Morrisville Pkwy	Intersection Improvements	Not Funded
Davis Dr & McCrimmon Pkwy	Intersection Improvements	Funded in 2026-2035 STIP/Estimated Construction Letting in 2028
Davis Dr & Morrisville-Carpenter Rd	Intersection Improvements	Not Funded
Davis Dr & Morrisville Pkwy	Intersection Improvements	Not Funded; Partially included in the Morrisville Parkway Access Management project in the immediate-term CTP recommendations
Davis Drive & Parkside Valley Dr	Intersection Improvements	Partially Funded; Pedestrian improvements included in McCrimmon Pkwy widening project from Davis Dr to Perimeter Park Dr (NCDOT STIP project U-5747)
McCrimmon Pkwy & Church St	Intersection Improvements	Funded in 2026-2035 STIP/Estimated Construction Letting in 2028
Morrisville-Carpenter Rd & NC 54	At-Grade Intersection Improvements	Funded in 2026-2035 STIP/Estimated Construction Letting in 2028 as part of Aviation Pkwy Widening Project
Morrisville-Carpenter Rd & NC 54	Grade Separation	Not Funded; Included in 2035-2045 decade of MTP
NC 54 & Keybridge Dr	Intersection Improvements	Design Funded/Not Approved by NCDOT
NC 54 & Morrisville Pkwy	Intersection Improvements	Not Funded; Partially included in the Morrisville Parkway Access Management project in the immediate-term CTP recommendations
NC 54 & NW Cary Pkwy	Intersection Improvements	Not Funded
Slater Rd & Carrington Mill Rd	Intersection Improvements	Not Funded

ATTACHMENT 4: 2019 to 2026 CTP Roadway and Intersections Project Recommendations Status Report

Intersection	Improvement	Status (October 2025)
Slater Rd & Sorrell Grove Church Rd	Intersection Improvements	Design Funded/Not Approved by NCDOT
Church St & Treybrooke Dr	Intersection Improvements	Not Funded; Included in immediate-term CTP recommendations
Church St & Jeremiah St	Intersection Improvements	Not Funded; Included in immediate-term CTP recommendations
Church St & Downing Glen Dr	Intersection Improvements	Not Funded; Included in immediate-term CTP recommendations
Downing Glen Dr & Town Hall Dr	Intersection Improvements	Not Funded; Included in immediate-term CTP recommendations

Notes: Projects in black carry over from the 2019 CTP to the 2026 CTP recommendations; Projects in burnt orange were removed from the 2026 CTP recommendations; Projects in dark green were added to the 2026 CTP recommendations

Morrisville CTP Update

Planning & Zoning Board (PZB) Meeting

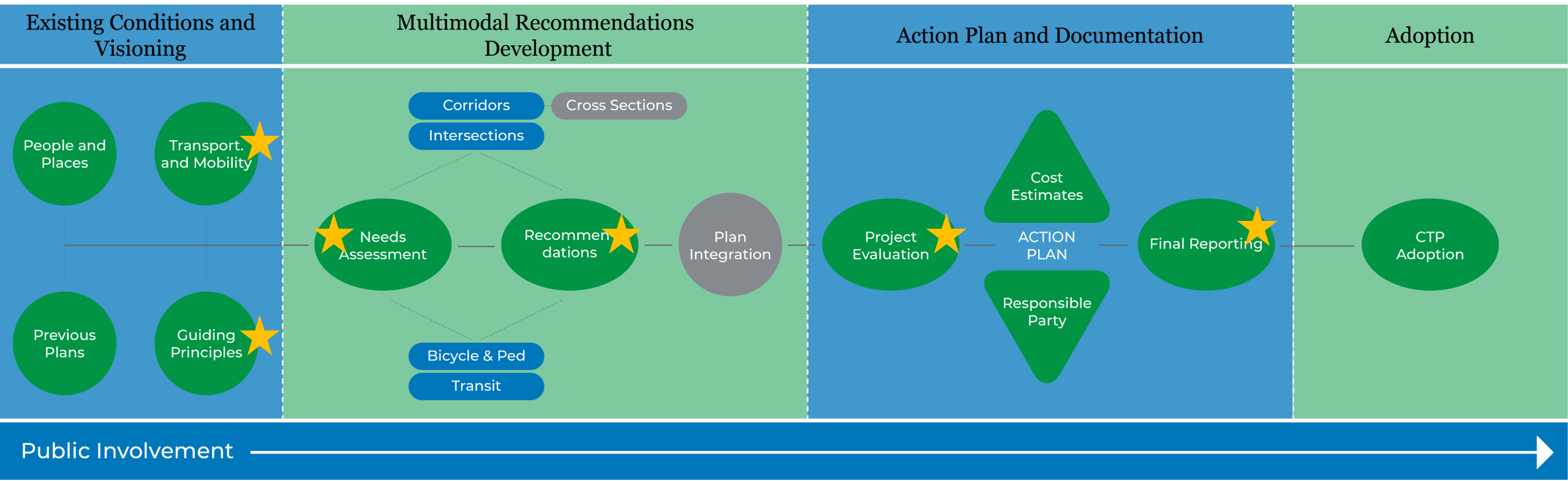
Bret Martin, AICP
Transportation Project Manager

September 3, 2026

Agenda

1. Greenway Prioritization
2. Roadway Cross-Sections Schematics
3. CTP Implementation Plan
4. Priority Intersection Assessment Study
5. Briefing on Town Roadway Landscaping Guidelines and Aviation Parkway Signalized Pedestrian Crossing Assessment
6. Next Steps
7. PZB Discussion and Feedback

Overall CTP Update Process



August 2025-January 2026

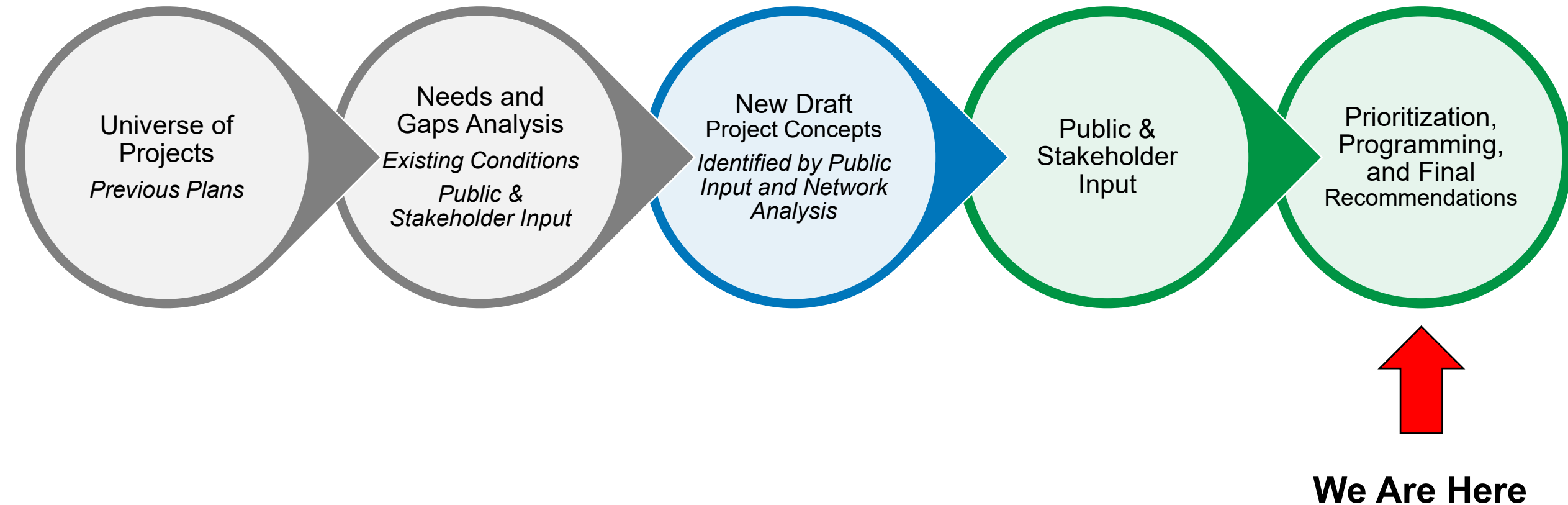
January-August 2026

By End of 2026

★ Active Public Input Solicitation

We Are Here

Project Recommendations Development Process



Greenway Prioritization

Greenway Project Evaluation/Prioritization Framework

- Informed by:
 - CTP guiding principles;
 - Public, stakeholder, Planning & Zoning Board (PZB), and Town Council feedback;
 - Deficiencies identified from existing conditions; and
 - Funding program criteria and areas of emphasis [NCDOT Strategic Transportation Investments and Prioritization (STI/SPOT) and CAMPO Locally Administered Project Program (LAPP)]
- Balances the interests of the Town with those of external funding parties to better position improvements for funding opportunities
- External funding parties focus on safety (i.e., crashes and crash severity), cost-effectiveness, demand based on density, accessibility/connectivity, overcoming major barriers (e.g, railroads, limited-access highways), and filling gaps through a balanced local/regional lens
- Additional Town focus on access to recreation, educational opportunities, community points of interest, and transit through a local lens

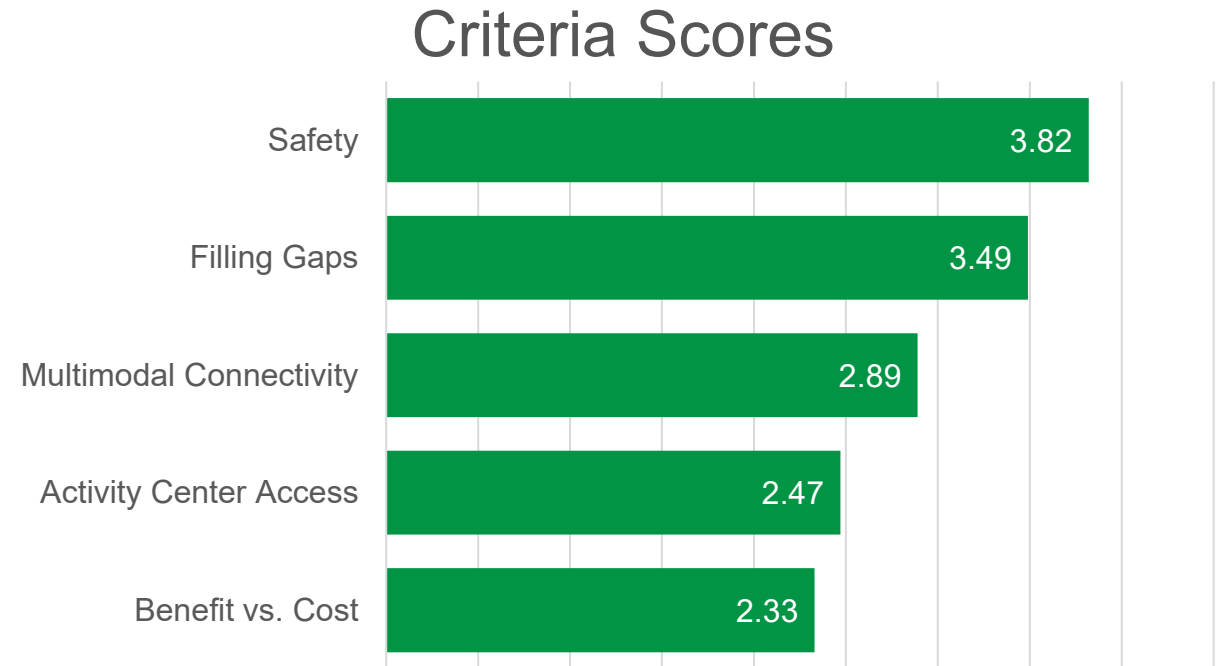


Morrisville
Live connected. Live well.

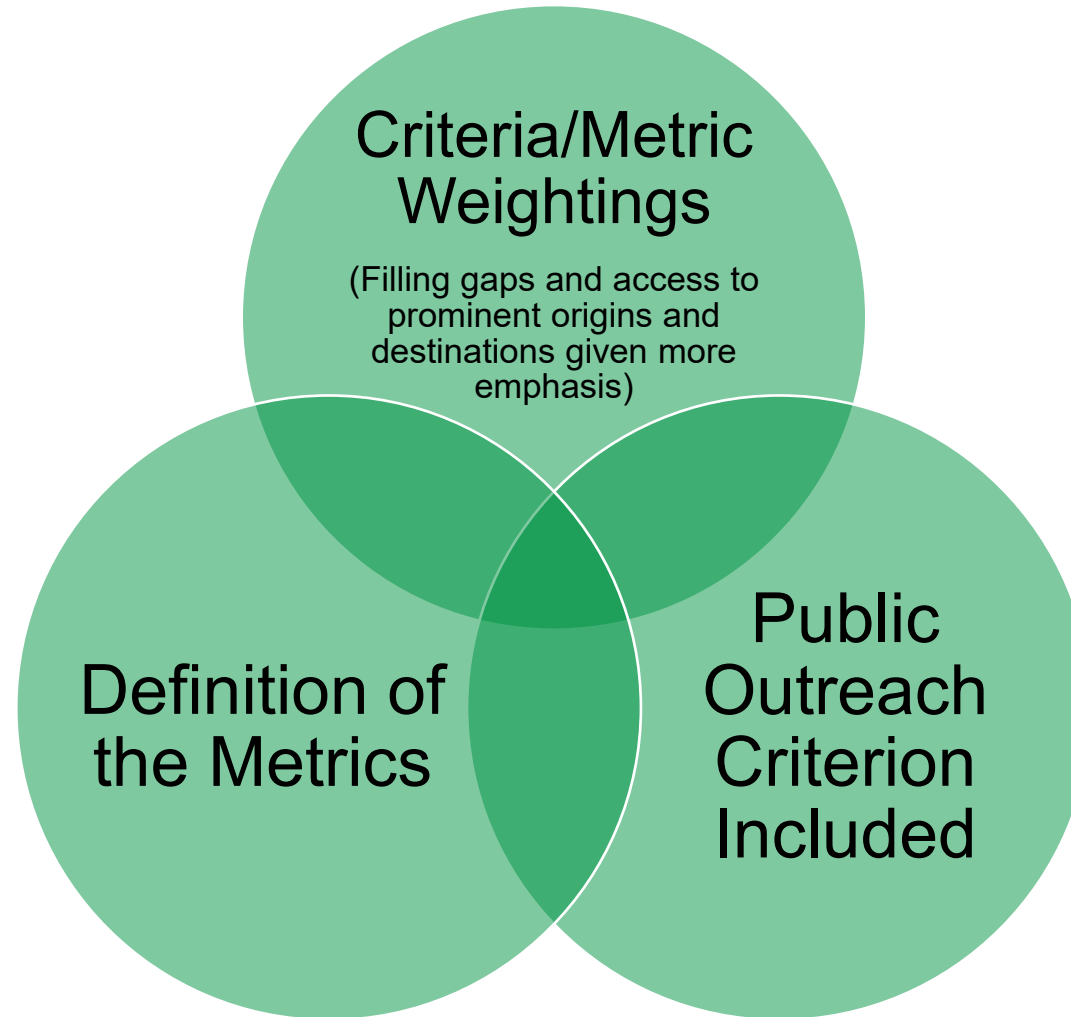
Key Survey Results | Bicycle/Pedestrian Priorities

Which of the following criteria are most important for Bicycle and Pedestrian projects?

- 1**: Safety
- 2**: Filling Gaps in Existing Network
- 3**: Multimodal Connectivity
- 4**: Activity Center Access
- 5**: Benefit vs. Cost



Public Outreach Results' Influence on Prioritization



Greenway Prioritization Criteria and Weighting

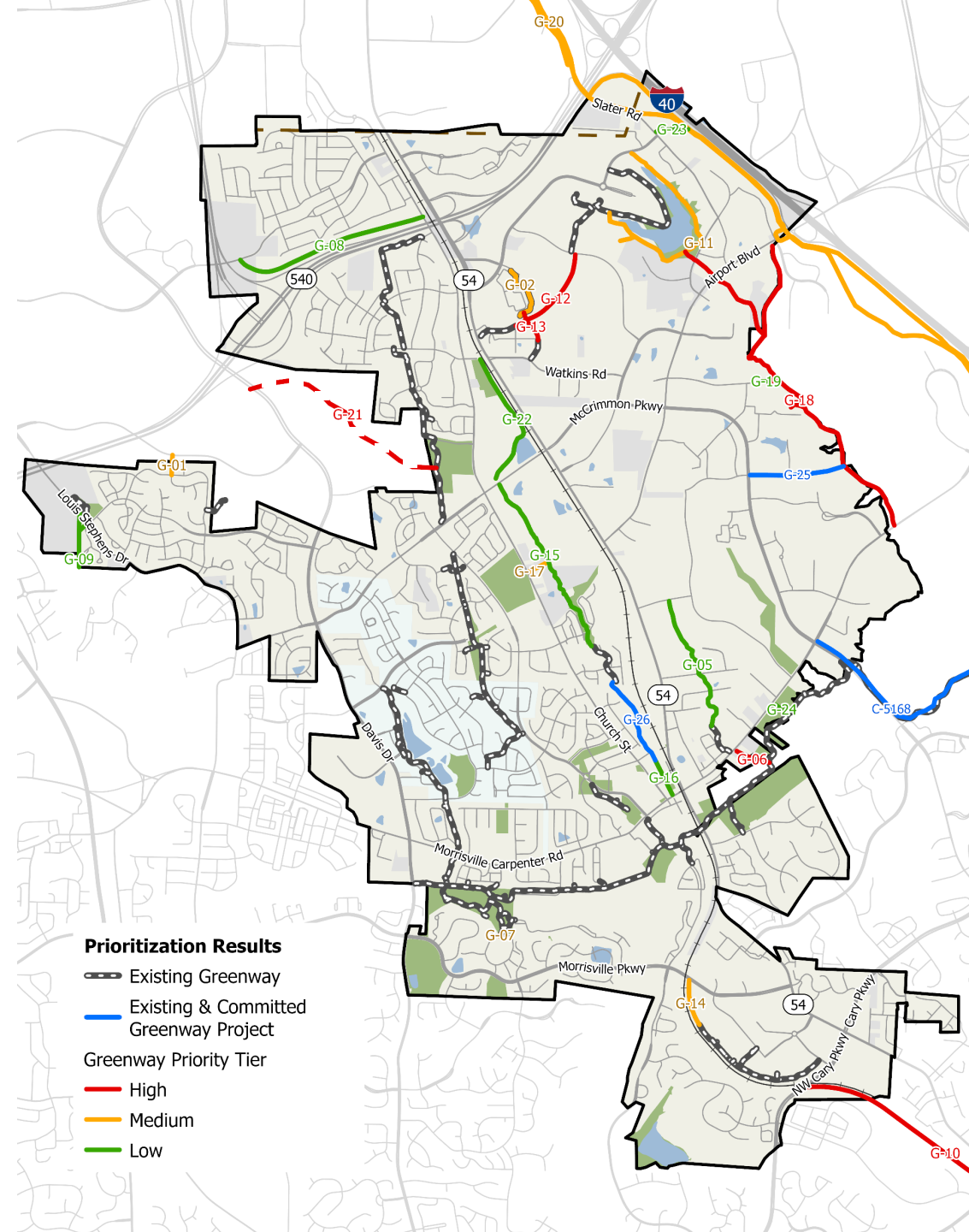
Criterion	Brief Description	Project Prioritization Criteria Weights
Greenway Connectivity	Whether project creates new link in greenway network, as well as the number of links it adds to the existing sidepath and greenway network	20%
Access to Community Points of Interest	Number of community points of interest accessible along the greenway segment	10%
Access to Recreation	Number of outdoor and indoor recreation opportunities accessible along the greenway segment	10%
Access to Education	Number of educational opportunities accessible along the greenway segment	10%
Access to Transit	Whether the greenway segment supports access to public transportation	10%
General Accessibility	Population density of catchment area served by greenway segment	10%
Benefit-Cost	Value of greenway segment relative to its cost	10%
Planning Consistency	Whether greenway segment is included in previous transportation plans	10%
Public Outreach	Level of community interest and feedback provided on greenway segment	10%

Criteria and weighting informed by public and stakeholder input, CTP guiding principles, deficiencies identified from analysis of existing conditions, and emphasis on criteria from external funding programs for transportation projects as reflected in slide #6 and in materials for April PZB and Town Council meetings

Greenway Prioritization Results

- Attachment 1 in Agenda Packet
- Highest priorities are greenway segments that provide completely new connections not served by alternative means or involve connections to more activity centers
- Highest Priority Scores Include:
 - G-12: Mills Spring Greenway from Paramount Pkwy to Transformation Rd/Wake Tech
 - G-21: Proposed Church St Park/RTP Greenway
 - G-10: Lexie Lane Greenway from NW Cary Pkwy to NW Maynard Rd
 - G-18: Stirrup Iron Creek Greenway from Sorrell Grove Church Rd to Aviation Pkwy
 - G-13 and G-06: Connectors to Mills Spring Greenway and Fairview Greenway, respectively

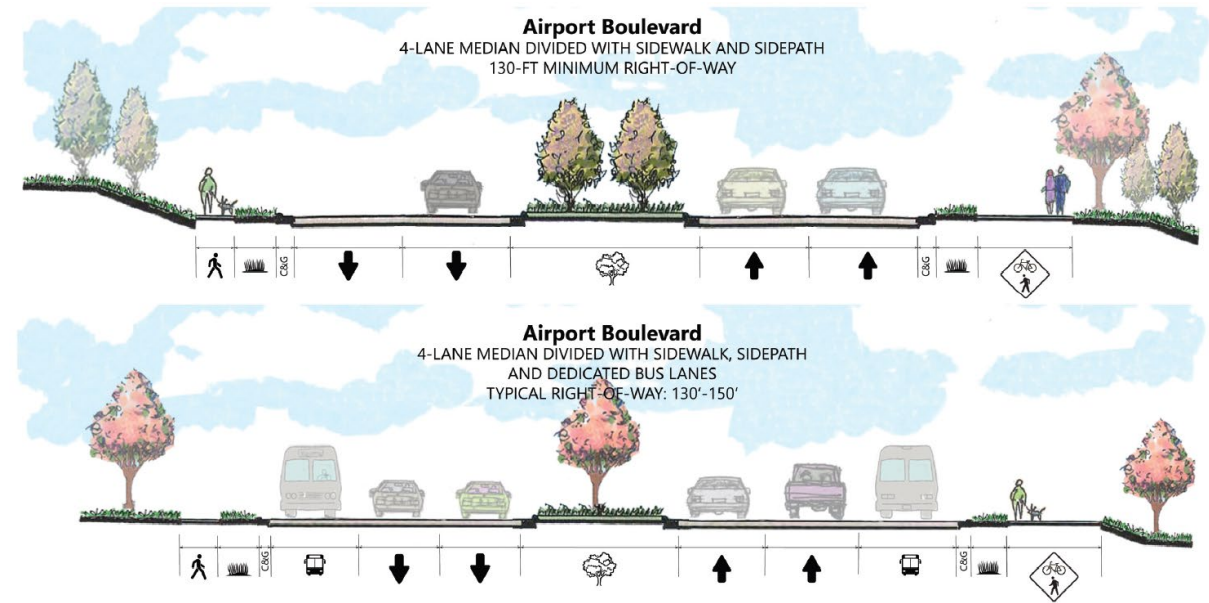
Note: Prioritization is a tool for project programming and is one among many factors that drives recommendations for the order of project delivery.



Roadway Cross-Section Schematics

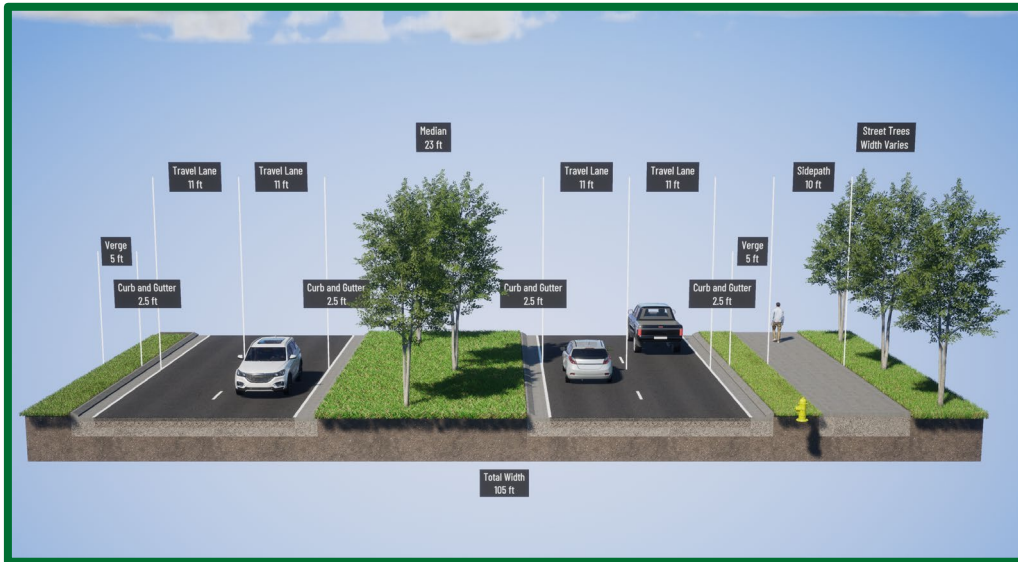
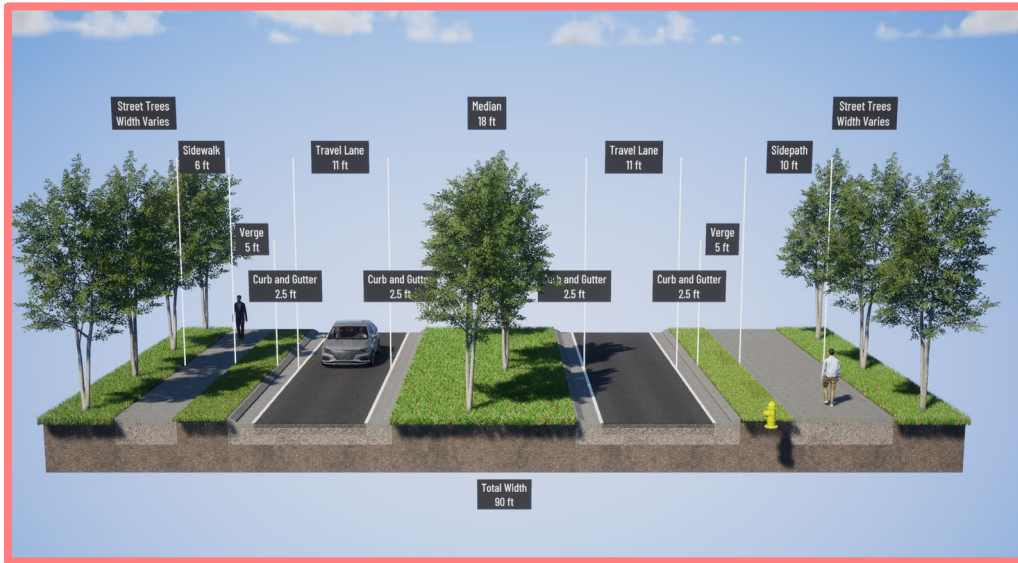
Purpose of Roadway Cross Sections

- Clarify what each street is designed to do
- Provide a guide for future infrastructure development
- Improve safety and accessibility for all users
- Align street design with land use and community character
- Set clear, predictable expectations for developers (e.g., for how new roadways or roadway frontage improvements should be built)
- Balances NCDOT's interests with the Town's



Cross Section Overview

- Attachment 2 in Agenda Packet
- 19 Total Cross-Sections with 5 Cross-Section Bases
 - 2-lane Undivided
 - 2-lane Divided
 - 3-lane Undivided
 - 4-lane Divided
 - 6-lane Divided
- Various configurations of sidewalks, sidepaths, bike lanes, and on-street parking added to the 5 bases
- Determined by existing conditions, the Universe of Projects, regional transportation planning efforts, and public, PZB, and Town Council feedback
- Right-of-way needs for all updated cross-sections fall within applicable previous cross-section right-of-way ranges but all are above the minimum of the range
- Specific sides of roadway elements for segments with asymmetrical configurations will be noted in CTP document



Note: Roadway cross-section renderings above are for general illustrative purposes only

Notable Changes to Roadway Cross-Section Assignment from June PZB Meeting

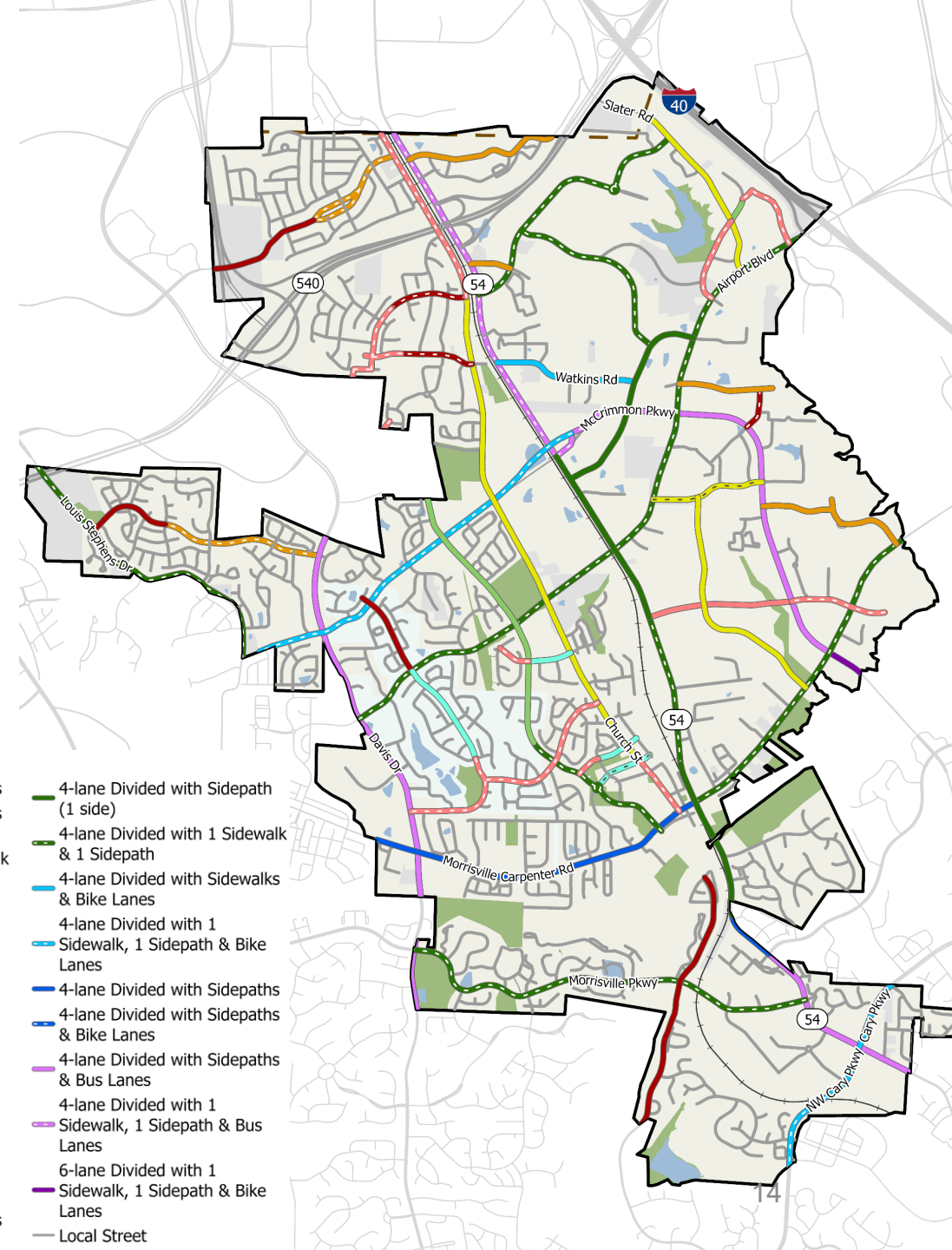
- Bus lanes added to accommodate Wake BRT: Western Corridor Extension (NC 54/Weston Pkwy/Evans Rd/McCrimmon Pkwy/NC 54)
 - Ultimate solution of additional bus lanes and sidepaths with no bike lanes on McCrimmon Pkwy
 - Bike lanes and sidepaths to remain on McCrimmon Pkwy until bus lanes are implemented
- Morrisville-Carpenter Road includes sidepaths on both sides with an interim solution of including bike lanes
- Church St is 3-lane undivided from Carolina St to Mason Farm Rd and 2-lane undivided north of Mason Farm Rd

Cross Sections

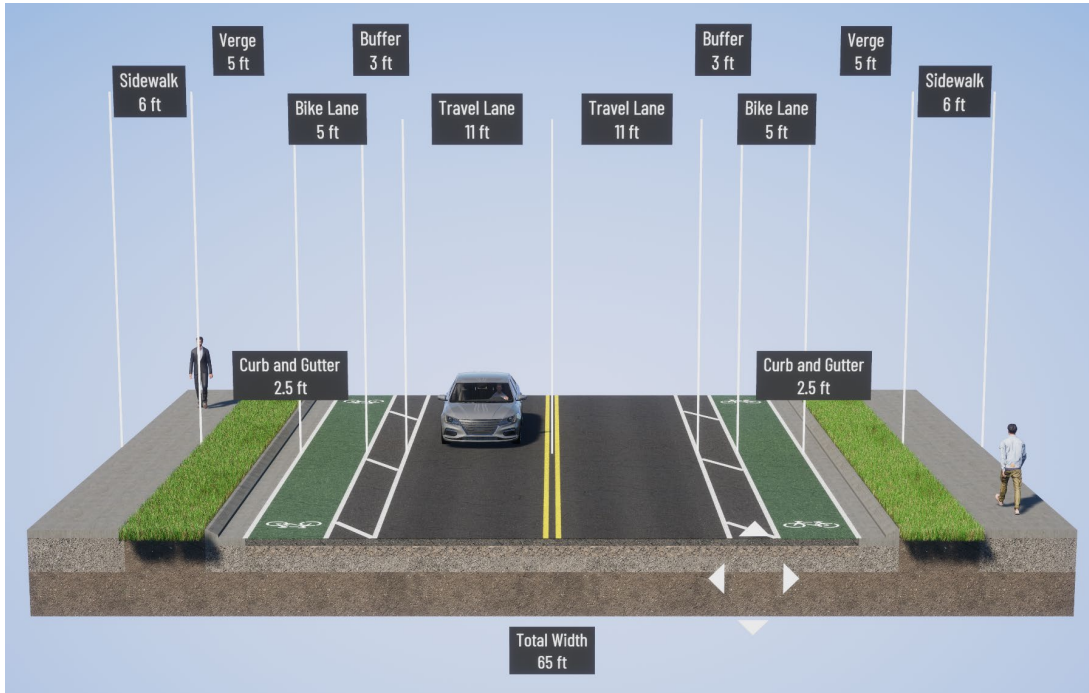
- 2-lane Divided with Sidewalks
- 2-lane Divided with Sidewalks & Bike Lanes
- 2-lane Divided with 1 Sidewalk & 1 Sidepath
- 2-lane Undivided with Sidewalks
- 2-lane Undivided with Sidewalks & Parking (1 side)
- 2-lane Undivided with Sidewalks & Parking
- 2-lane Undivided with Sidewalks & Bike Lanes
- 2-lane Undivided with 1 Sidewalk & 1 Sidepath
- 3-lane Undivided with Sidewalks
- 3-lane Undivided with Sidewalks & Bike Lanes
- 4-lane Divided with Sidewalks

- 4-lane Divided with Sidepath (1 side)
- 4-lane Divided with 1 Sidewalk & 1 Sidepath
- 4-lane Divided with Sidewalks & Bike Lanes
- 4-lane Divided with 1 Sidewalk, 1 Sidepath & Bike Lanes
- 4-lane Divided with Sidepaths
- 4-lane Divided with Sidepaths & Bike Lanes
- 4-lane Divided with Sidepaths & Bus Lanes
- 4-lane Divided with 1 Sidewalk, 1 Sidepath & Bus Lanes
- 6-lane Divided with 1 Sidewalk, 1 Sidepath & Bike Lanes

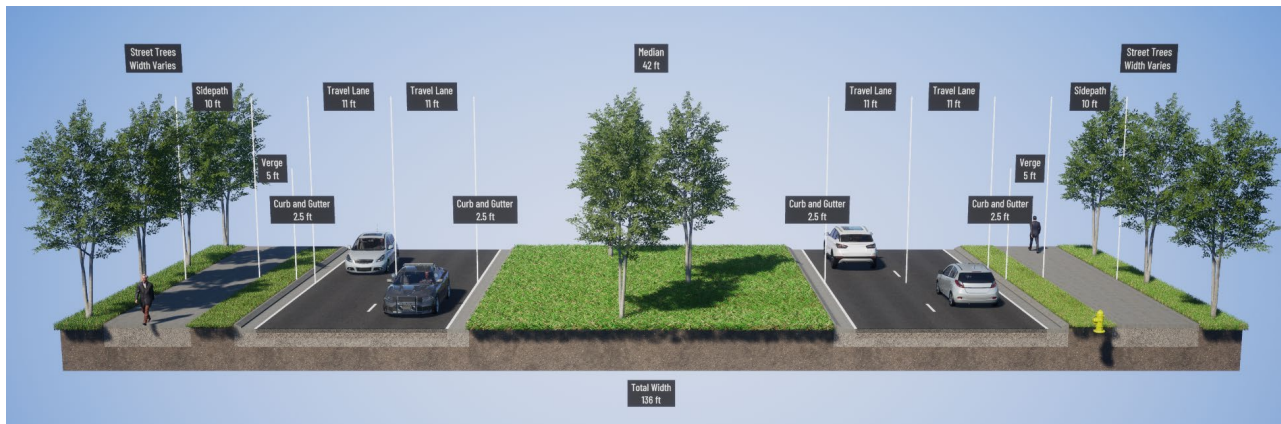
— Local Street



Other Important Cross-Section Notes



- Bike lanes on all applicable cross-sections are 5 feet with a 3-foot buffer
- Travel lanes are 11 feet wide
- Sidewalks are 6 feet wide
- Sidepaths are 10 feet wide
- Verges are 5 feet wide
- Center turn lanes are 12 feet wide
- 2-lane divided roadway medians are 18 feet wide
- 4-lane divided roadway medians are 23 feet wide
- On-street parking is 8 feet wide
- Bus lanes are not assigned to a specific side of roadway, and roadway sections with bus lanes are assumed to be taken 42-foot medians with bus lane implementation



CTP Implementation Plan

Implementation Plan



Who?

- ▶▶ Town of Morrisville
- ▶▶ NCDOT
- ▶▶ CAMPO
- ▶▶ Developer Coordination
- ▶▶ Neighboring Jurisdiction



When?

- ▶▶ Immediate Term
(5 Years)
- ▶▶ Near Term
(10 Years)
- ▶▶ Mid Term
(15 Years)
- ▶▶ Long Term
(20+ Years)



How?*

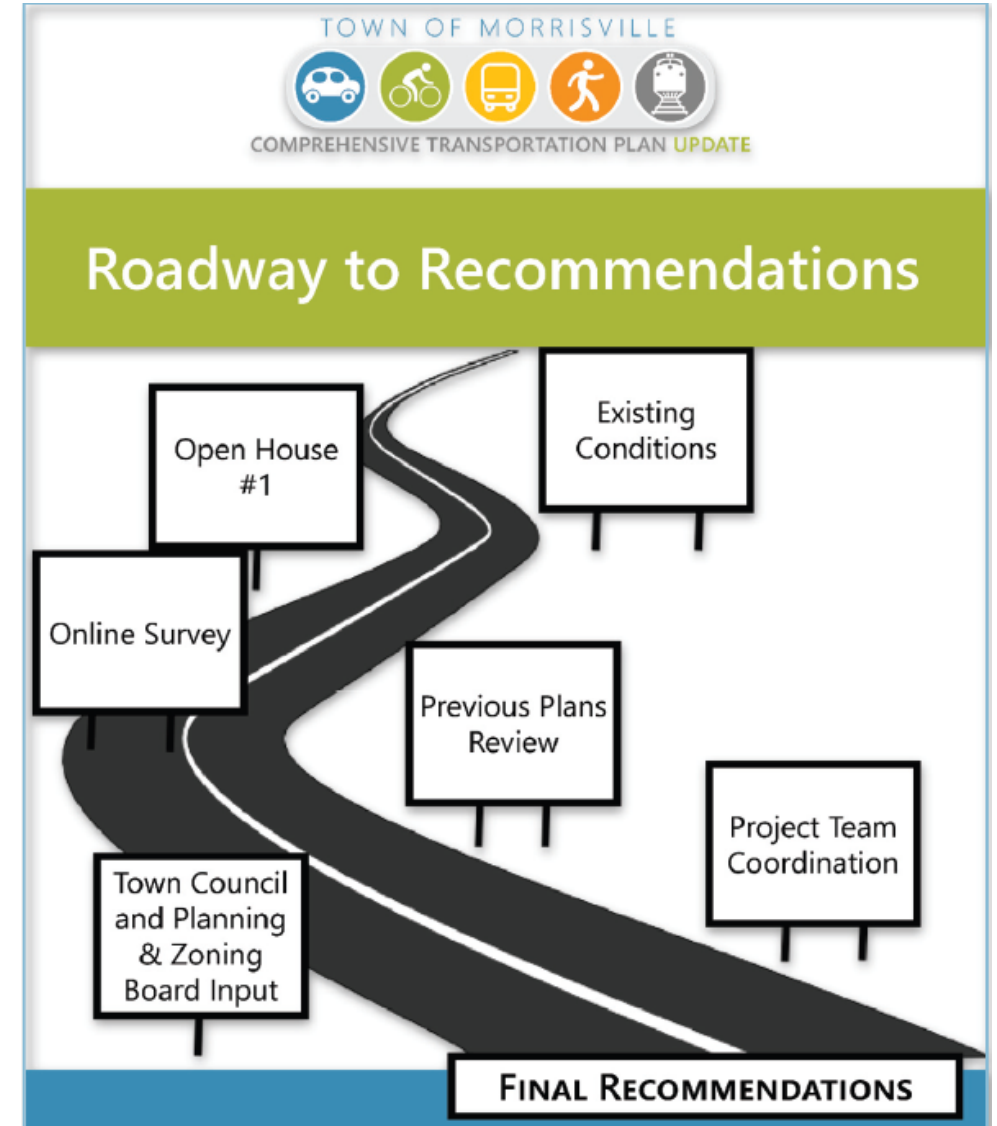
- ▶▶ STIP or LAPP Funding (State/Federal)
- ▶▶ Town Capital Improvement Program
- ▶▶ Developer / Payment in Lieu
- ▶▶ Discretionary Grants

*Also includes how projects are defined into implementable segments and strategies for delivering them; additional funding sources include Wake Transit funding and federal transit formula funds

Provided as Attachment 3

Implementation Plan Background Notes

- Project Prioritization **IS NOT** Project Programming
 - Prioritization is a tool used to identify greatest needs based on current conditions, regardless of feasibility
 - Programming is informed by prioritization but is also influenced by factors such as funding availability, project readiness, project efficiencies, partner coordination, planned future conditions, implementation feasibility, and others
- Who, when, and how projects are recommended for delivery, and project feasibility and funding sources assumed, are influenced by the scale and cost of projects
 - Smaller projects → More suitable for Town funding and implementation
 - Larger projects → More suitable for external funding sources and external agency implementation
- Most bike/ped projects in roadway rights-of-way to be provided over time with development or implemented with roadway projects
- CTP Update builds from 2019 CTP projects and progress to date on recommendations included therein



Immediate Term

Intersection Improvements

- Slater Rd at Sorrell Grove Church Rd
- NC 54 at Morrisville Pkwy
- NC 54 at Keybridge Dr
- Church St at Treybrooke Dr
- Church St at Jeremiah St
- Downing Glen Dr at Town Hall Dr

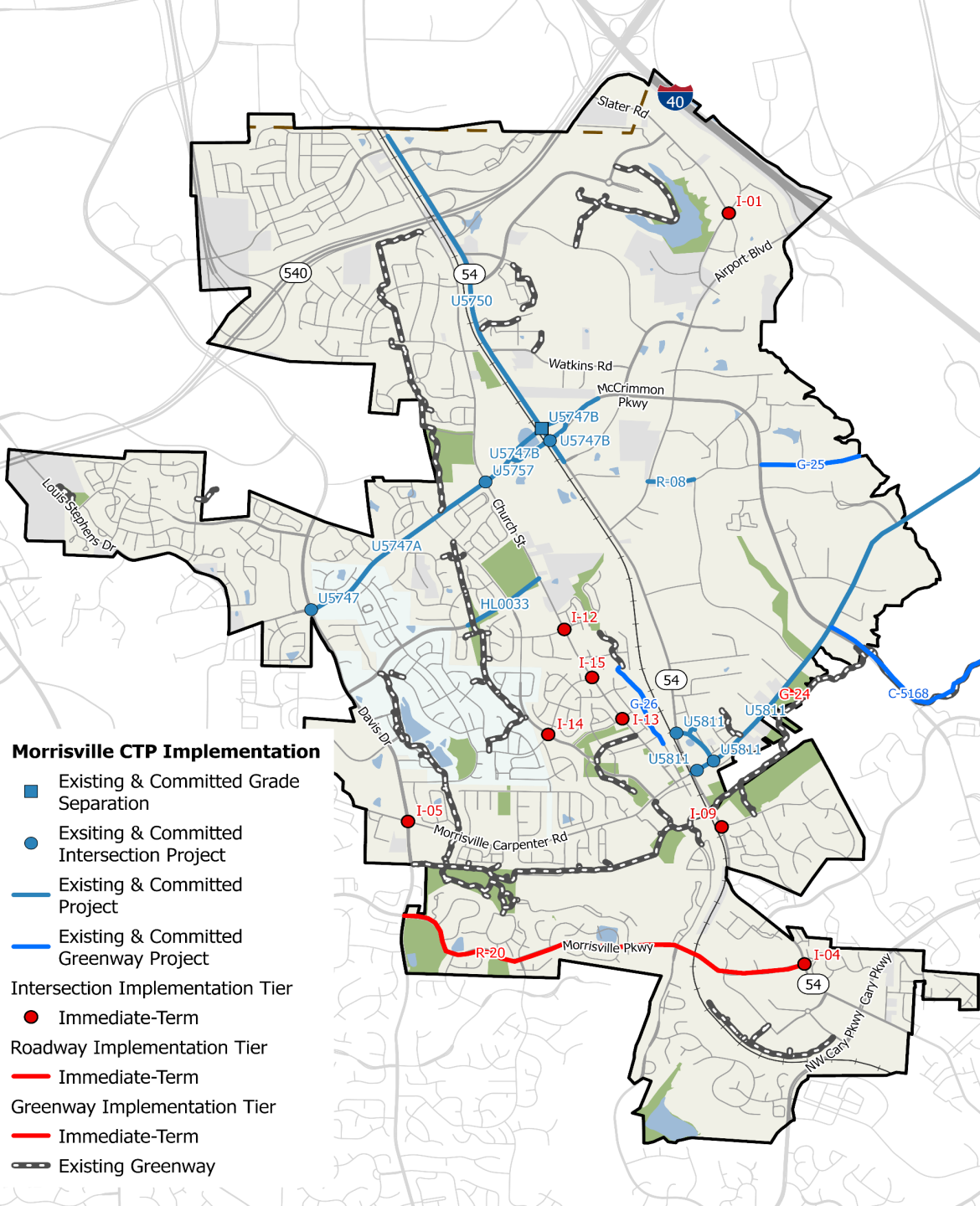
- Church St at Downing Glen Dr
- Davis Dr at Morrisville Carpenter Rd

Roadway Project

- Morrisville Parkway Access Management*

Greenway Project

- Crabtree Creek Greenway Connector



*Includes intersection improvements at Morrisville Parkway/Davis Drive intersection

Near Term

Intersection Improvements

- NC 54 at NW Cary Pkwy
- Slater Rd at Carrington Mill Blvd
- Davis Dr at Parkside Valley Dr

Roadway Projects

- Church St Center Turn Lane (*Mason Farm Rd to Carolina St*)

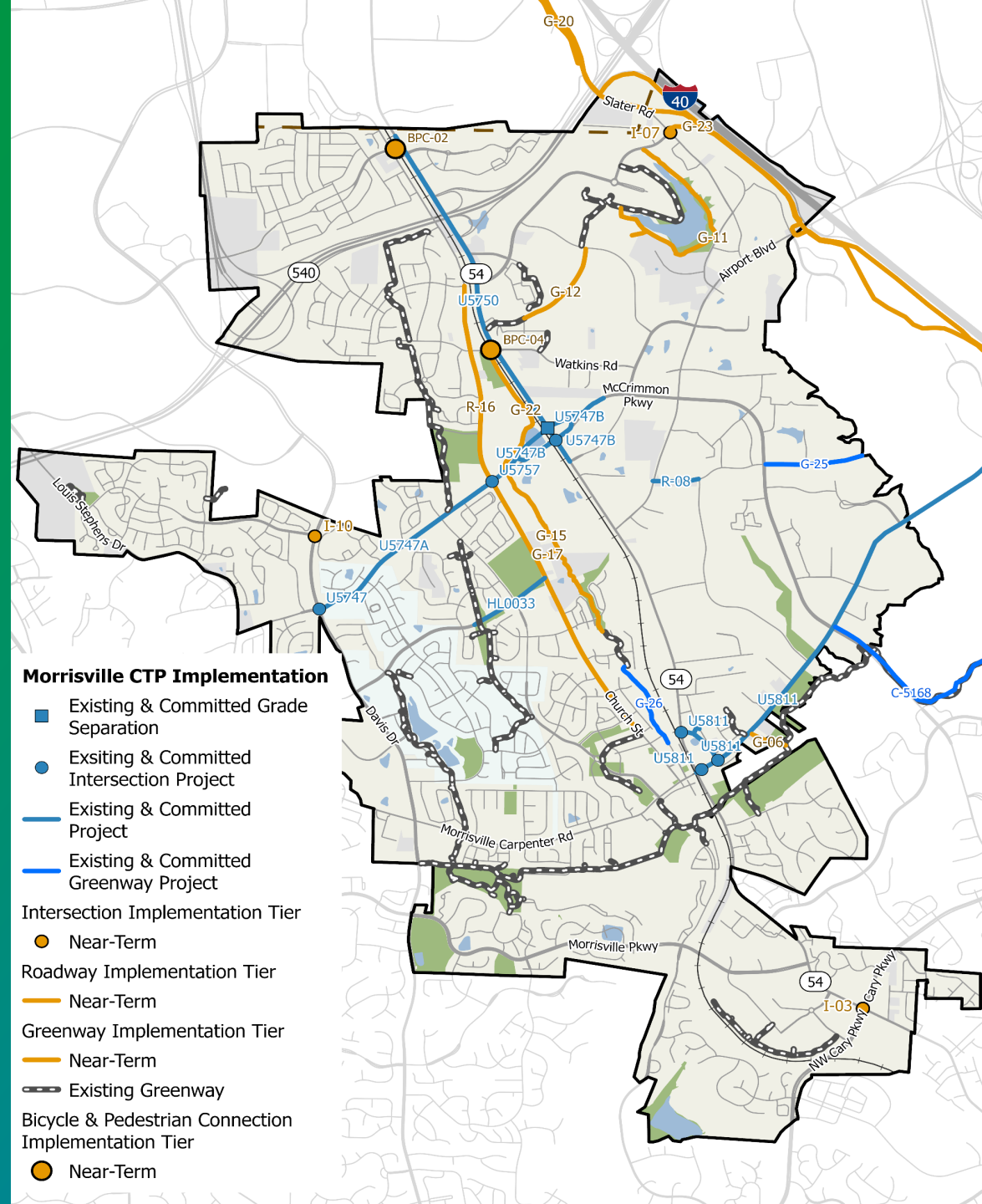
Greenway Projects

- Fairview Greenway Connector
- Stirrup Iron Creek Greenway (*Mill Spring to Carrington Mill*)

- Mills Spring Greenway (*Transformation Rd/Wake Tech to Paramount Pkwy*)
- Saw Mill Creek Greenway and Connector (*Barbee Rd to existing Saw Mill Creek Greenway*)
- Triangle Bikeway and Connector

Bicycle/Pedestrian Connections

- Kitts Creek Rd to NC 54
- Barbee Rd to NC 54



Mid Term

Roadway Projects

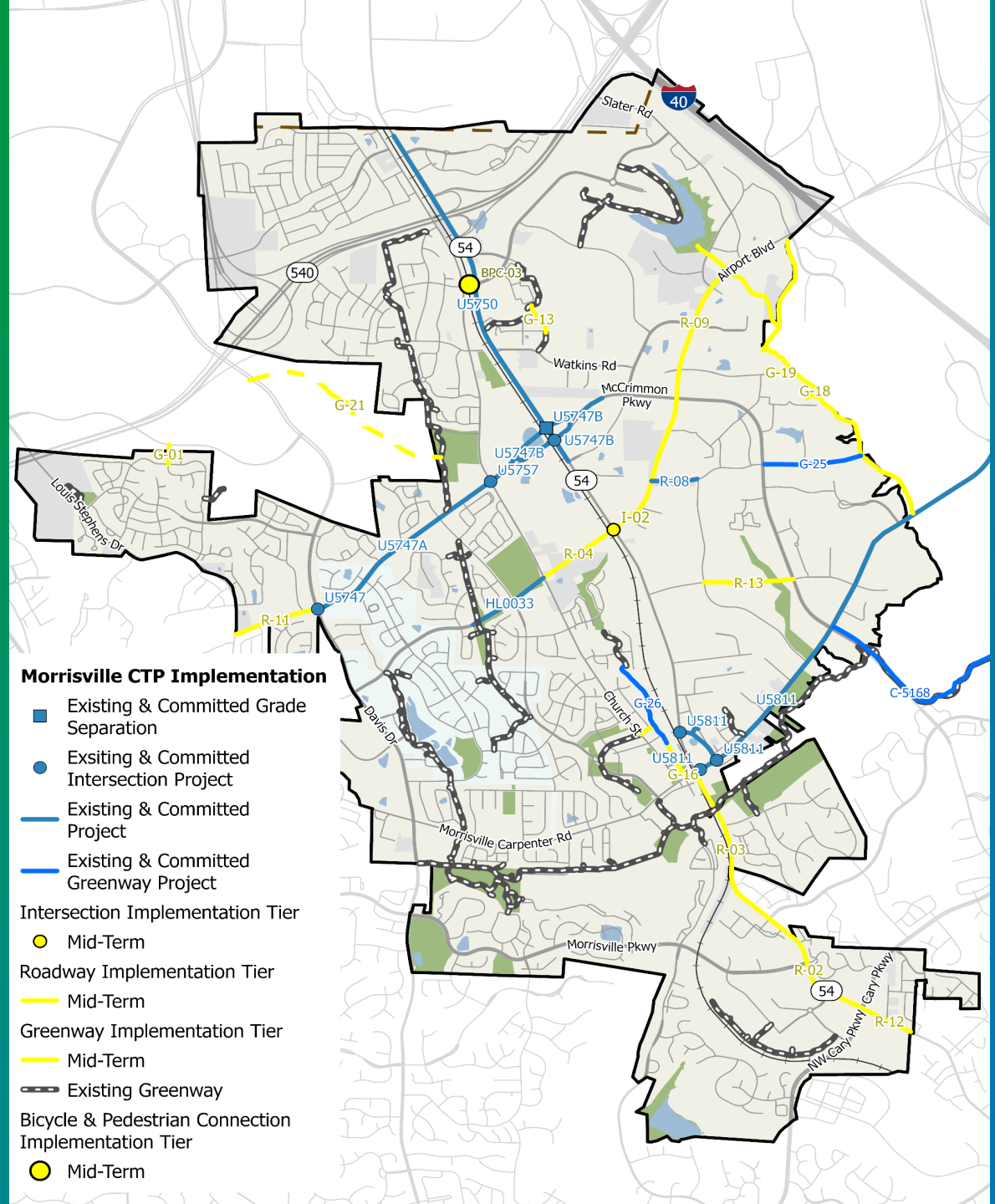
- NC 54 Access Management (*Cary Pkwy to Weston Pkwy*)
- NC 54 Widening (*Weston Pkwy to Aviation Pkwy*)
- Airport Blvd Extension Phase 2 (*NC 54 to Church st*)*
- Airport Blvd Access Management
- McCrimmon Pkwy Extension Widening (*Davis Dr to Louis Stephens Dr*)

- NC 54 Widening (*NW Maynard Rd to NW Cary Pkwy*)
- Southport Dr Extension

Greenway Projects

- Mills Spring Greenway
- Stirrup Iron Creek Greenway
- Proposed RTP Greenway**

*Includes NC 54 at Airport Blvd grade separation
 **In coordination with Research Triangle Foundation and property owners



Long Term

Roadway Projects

- Evans Rd Widening
- NC 54 Widening
(Aviation Pkwy to McCrimmon Pkwy)
- I-40 Managed Lanes
- Davis Dr Widening for BRT
- Louis Stephens Dr Widening
- NC 885 Tollway Extension

Intersection Improvements

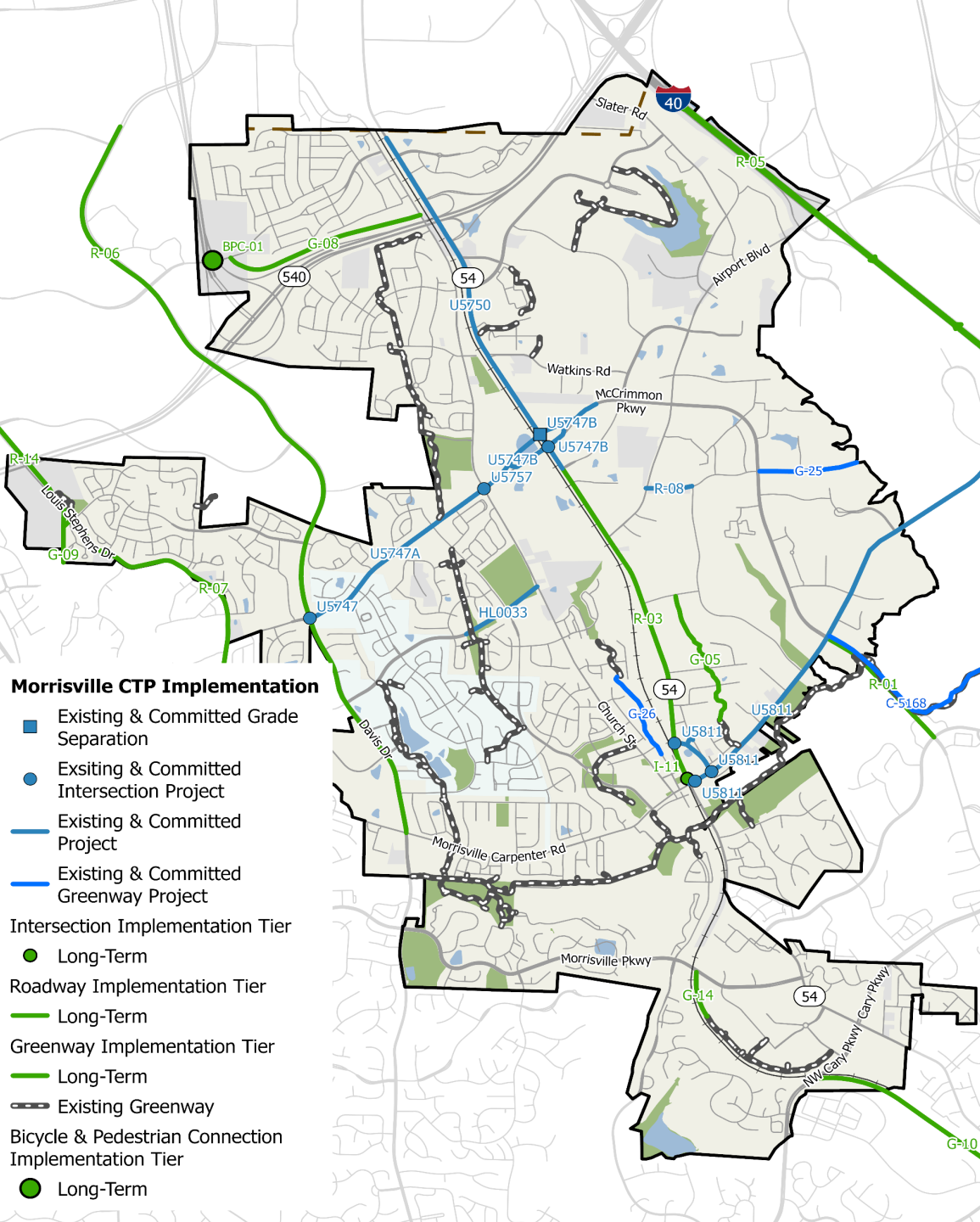
- Aviation Pkwy/Morrisville Carpenter Rd at NC 54

Greenway Projects

- Fairview Greenway
- Kitt Creek Greenway
- Lexie Lane Greenway
- Park West Village Greenway

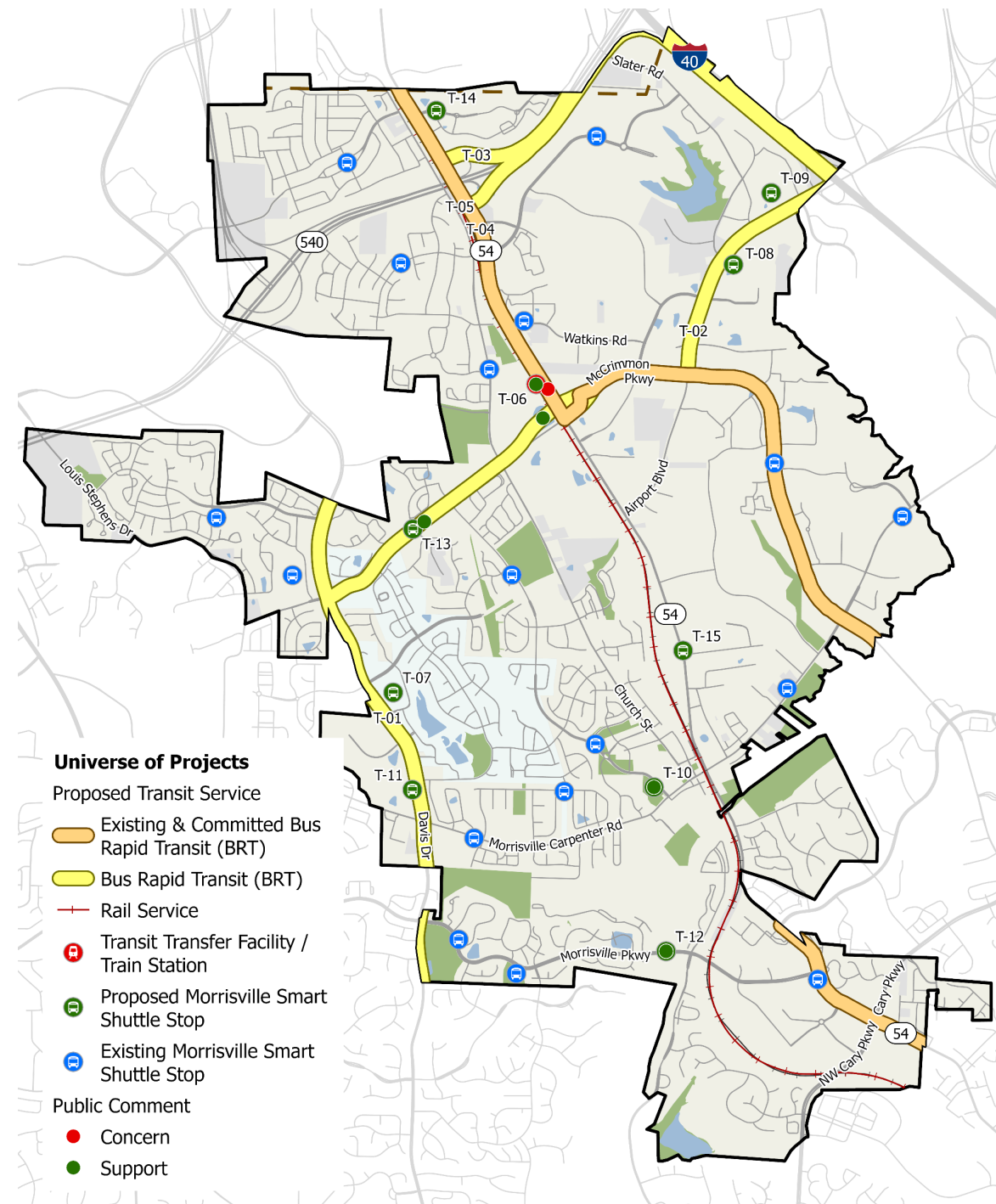
Morrisville CTP Implementation

- Existing & Committed Grade Separation
- Existing & Committed Intersection Project
- Existing & Committed Project
- Existing & Committed Greenway Project
- Intersection Implementation Tier
 - Long-Term
- Roadway Implementation Tier
 - Long-Term
- Greenway Implementation Tier
 - Long-Term
 - Existing Greenway
- Bicycle & Pedestrian Connection Implementation Tier
 - Long-Term



Public Transit Projects

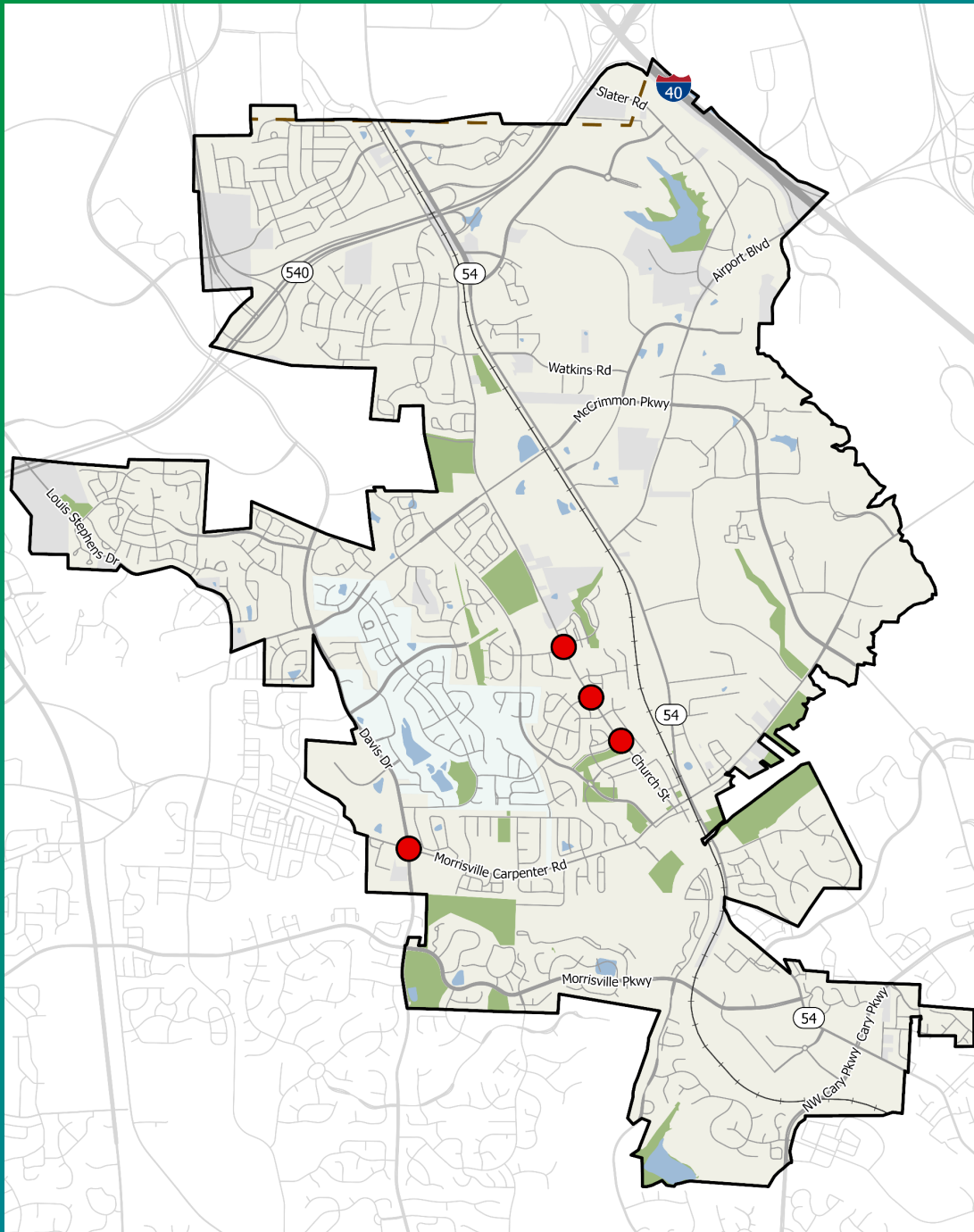
- Bus Rapid Transit (BRT) Projects and transit transfer facility programmed to be implemented based on their inclusion in 2055 Metropolitan Transportation Plan (MTP) horizon years and/or inclusion in Wake County Transit Plan
 - Wake BRT: Western Corridor Extension – by 2035 (near-term)
 - Davis Drive BRT – by 2045 (long-term)
 - Airport Blvd BRT – by 2055 (long-term)
 - Transit Transfer Facility – 2045 onward (long-term)
- Morrisville Smart Shuttle node locations to be programmed based on node prioritization plan to be considered by Town Council this fall
 - 4-5 nodes in 2027 (immediate-term)
 - Additional nodes by end of 2029 (immediate-term)



Priority Intersection Assessment Study

Priority Intersections Recommended for Study

- Derived from intersection prioritization through CTP update process and from other planning efforts (e.g., Morrisville in Motion Safety Action Plan)
- Emphasis on intersections with significant safety or uncontrolled congestion issues for which the Town has likelier technical capacity to address
- Study to occur October 2026 – February 2027
- Davis Drive at Morrisville Carpenter Rd
- Church Street at:
 - Treybrooke Drive
 - Jeremiah Street
 - Downing Glen Drive



Church Street Intersections



Treybrooke Drive

- Highest congestion score for all intersections evaluated for the CTP update
- High bike/ped and benefit-cost score from CTP update intersection prioritization



Jeremiah Street

- Tied for 2nd highest congestion score for all intersections evaluated for the CTP update
- Tied for highest bike/ped score for all intersections evaluated for the CTP update



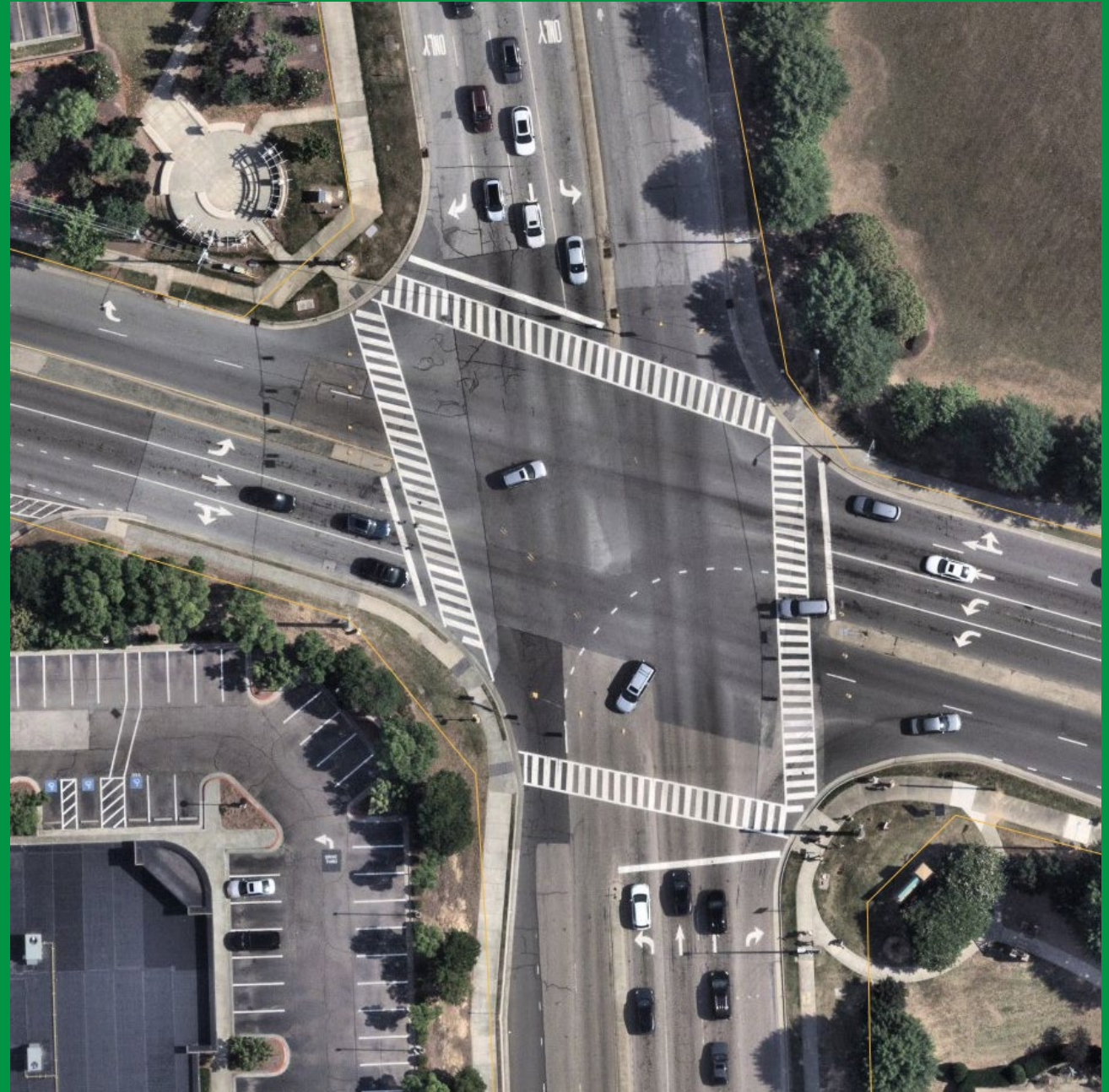
Downing Glen Drive

- Tied for 2nd highest congestion score for all intersections evaluated for the CTP update
- Highest benefit-cost and bike/ped scores for all intersections evaluated for the CTP update

For all 3, concern with future traffic on Church Street with construction of Town Center, Airport Blvd extension, TOD, and other development

Morrisville Carpenter Road at Davis Drive

- Highest CTP update safety score for intersections that are not already planned through NCDOT projects for improvement
- Identified in Morrisville in Motion Safety Action Plan as a priority intersection to be targeted for safety review and programming within the first 5 years of safety action plan adoption
- High activity center score in CTP update prioritization

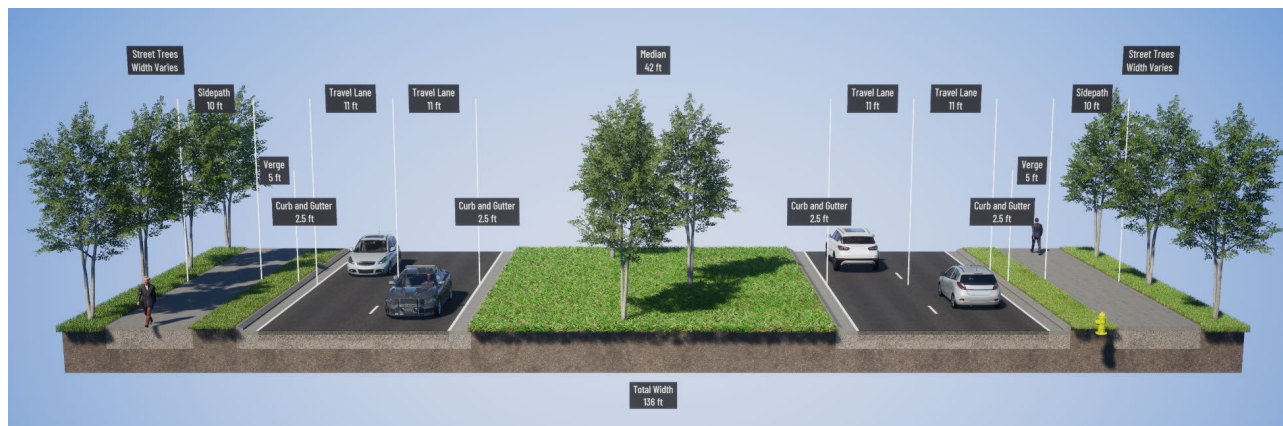


Briefing on Additional Related Tasks

Town Roadway Landscaping/Hardscaping Guidelines



- Town staff is developing roadway landscape/hardscape guidelines to:
 - Be used as development requirements/guidance for landscaping in targeted areas (i.e., verges, medians, Town and special district gateways, islands, roundabouts, and grade-separated/bridge areas)
 - Provide Town with cohesive and coordinated direction for landscaping/hardscaping betterments to be Included in NCDOT roadway improvement project scopes of work
 - Provide landscaping/hardscaping direction for Town transportation or other infrastructure projects
- To be integrated into roadway cross-sections in CTP update
- Community survey deployed to solicit input on overall considerations
- Guidelines to be developed July – November 2026



Aviation Pkwy Pedestrian Crossing Assessment

- Study to evaluate feasibility of a signalized pedestrian crossing of Aviation Pkwy near entrance of HSNC and tying it into Aviation Pkwy pedestrian facilities and Crabtree Creek Greenway
- Assessment necessary for NCDOT approval to incorporate signalized crossing into design and delivery of Aviation Pkwy widening project
- Study will evaluate impacts to traffic and design operations of improved Aviation Pkwy facility and will generate conceptual design of improvements
- Assessment to be completed August – November 2026



A large, stylized graphic of the letters 'OZ' in a dark green color, serving as a background for the slide. The 'O' is a thick, rounded letter, and the 'Z' is a bold, blocky letter.

Next Steps

Next Steps

Upcoming Milestones/Events	Dates
Continue Coordination with Major Transportation Planning and Project Programming Stakeholders (e.g., NCDOT, CAMPO, Town of Cary, etc.) to refine implementation details	September 2026
Develop Final Documentation for Plan	September – October 2026
Stakeholder Interviews with Stakeholders Representing Specific Community Interests (e.g., Morrisville Chamber, Wake Tech, etc.)	September – October 2026
Draft Plan Document Public Review/Comment Period	Fall 2026 – Winter 2027
Draft of Plan Document Presented to PZB and Town Council	
PZB Recommendation and Town Council Consideration of Plan Adoption	

PZB Feedback

Areas of Potential Discussion/Feedback

- Do the greenway prioritization results align with your understanding of off-road bike/ped mobility needs?
- Do the cross-section elements and various cross-sections' assignment to specific roadway segments make sense and work to advance the Town's multimodal mobility goals?
- Given various applicable feasibility considerations, does the translation of project priorities for all modes to immediate- to long-term recommendations make sense?
- Do the priority intersections recommended for further study and potential improvement make sense?



Thank you!

September 3, 2026

Planning and Zoning Board Agenda Item Report

Agenda Item No. 8.a

Submitted by: Michele Stegall

Submitting Department Planning

Meeting Date: September 3, 2026

SUBJECT

PZB Vice-Chair Recommendation

Recommendation:

Vote

Updates/History of Briefing:

None

Executive Summary and Background Information:

At the September 3 meeting, the PZB will need to nominate a new Vice Chair to serve the remainder of the 2026 calendar year. In accordance with Section 2.2.2.E.1 of the Unified Development Ordinance (UDO), the Planning and Zoning Board (PZB) is to make a recommendation to the Town Council on the selection of a Chair and Vice-Chair on an annual basis. The Chair presides over all Board meetings and the Vice-Chair presides over meetings in the Chair's absence. Officers may be appointed to successive terms without limitation. All Board members can vote, but only regular voting members can be nominated. At the September 3, 2026 meeting, nominations will be accepted for Vice-Chair. After members are nominated, the Board will be asked to vote on the nomination. The Planning and Zoning Board's recommendation will then be forwarded to the Town Council for consideration and action.

Advisory Board/Committee Review:

Planning and Zoning Board

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

None

Staff Recommendation:

None

ATTACHMENTS

- [Planning and Zoning Board 2026 Vice Chair Ballot.pdf](#)



Planning and Zoning Board 2026 Vice Chairman Nomination

Vice Chairman

Who would you like
to nominate for PZB

Vice Chairman?

Please make your
selection.

- ☐ Arthur Blue
- ☐ Courtney Bonham
- ☐ Lee Langston
- ☐ Justin McAleer
- ☐ Kristen Richardson

Planning and Zoning Board Agenda Item Report

Agenda Item No. 9.a

Submitted by: Brooke Dodson

Submitting Department Planning

Meeting Date: September 3, 2026

SUBJECT

Planning Newsletter

Recommendation:

N/A

Updates/History of Briefing:

N/A

Executive Summary and Background Information:

N/A

Advisory Board/Committee Review:

Planning and Zoning Board

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

None

Staff Recommendation:

None

ATTACHMENTS

- [The Planning Press Newsletter](#)



NEWSLETTER

THE PLANNING PRESS



In Review

New Development Applications

414 Aviation Parkway - A new development application was submitted on August 5 for 414 Aviation Parkway. The project proposes repurposing a portion of the Town's Public Works property while Wake County develops a Solid Waste Facility on the remaining Town-owned land. The facility would include a Convenience Center and a Multi-Materials/Household Hazardous Waste site, representing a coordinated effort to expand regional waste management services.

122 International Drive - A Special Use Permit Application was submitted for Timberpak, a proposed Wood Processing Facility at 122 International Drive.

Administrative Approvals

On June 26, preliminary subdivision plans were submitted for Pathway Triangle Phases 2A and 2B, signaling continued momentum in the Strand Street area as development activity moves through early review stages.

A Site and Construction Plan was approved for the planned Tennis Court and Athletic Field improvements at Cedar Fork Elementary, supporting future facilities needed for Morrisville High School. (July 16, 2024)

A Site Plan and Construction Plan application was approved for 4773 McCrimmon Parkway (Spark), enabling a 900,000-square-foot expansion to advance the site's long-term growth. (August 12)

Town Council Updates

Town Council advanced several planning and infrastructure initiatives this summer, including progress on the CTP update with a focus on multimodal safety along NC54, Davis Drive, and McCrimmon Parkway. Council also closed Capital Project Ordinance 2026-215-B, completing the International Drive Extension, and received the FY2026 quarterly capital project update. Additional work included reviewing Alternative Transit Study recommendations to strengthen Smart Shuttle service and continuing Phase II Icon Initiative design and site evaluations. Council also authorized the Sawmill Creek relocation, restoration, and greenway project to move into construction.

| In the Works

Other News

Icon Initiative – Phase II Progress

Phase II of the Pilot Public Art Program, the Icon Initiative, is underway. Staff developed the public engagement strategy and launched community input in mid-June 2025, gathering icon suggestions at multiple summer events, including Music in the Park – Pride, Music in the Park – Juneteenth, the July 3rd celebration, and S'Morrisville. The top three community-selected icons were presented to Town Council in November 2025, and Council chose the butterfly.

On February 24, 2026, Council finalized key design details, selecting a form inspired by the Swallowtail butterfly family, broad and flat wings, and an artistic base. The fabrication contract has since been executed. Staff presented five prioritized installation locations to the Parks, Recreation and Cultural Resources Advisory Committee on May 27, followed by prioritized design submittals on July 22. Council completed final selection of installation locations and designs during meetings held on July 30 and August 11.



Affordable Housing Rental Assistance Pilot – Phase II

In housing news, the Evergreen rezoning project at 10212 Chapel Hill Road was awarded 2026 Housing Credits through the North Carolina Housing Finance Agency, paving the way for a 60-unit senior affordable housing community.

CTP Implementation Work (Summer 2026)

CTP implementation work is also underway, with stakeholder interviews conducted throughout June and July. The Implementation Plan—covering project prioritization, cost estimates, phasing, funding strategies, and delivery considerations—continues development into August and is slated for PZB review in Fall 2026 before moving to Town Council.

Did You Know?

Did you know that Morrisville was named a 2026 All-America City, making it one of only 10 communities nationwide to earn this honor this year? The award recognizes towns that excel in civic engagement, collaboration, inclusiveness, and innovation, a reflection of the strong community spirit and forward-thinking initiatives that define Morrisville.

“Alone we can do so little; together we can do so much.” — Helen Keller

| Changes

New Faces In High Places

Big changes start with strong leadership, and our Planning team is gaining momentum. We're thrilled to welcome Courtney Jenkins, whose passion for planning and community development will help move Morrisville toward its next chapter.



MEET COURTNEY JENKINS, MORRISVILLE'S NEW PLANNING MANAGER — BRINGING FRESH PERSPECTIVE, STRONG LEADERSHIP, AND A CONTINUED COMMITMENT TO SERVING OUR GROWING COMMUNITY.