
TARPO Bicycle & Pedestrian Planning Framework Steering Committee Meeting # 1
October 17, 2014

Matt Day (TARPO staff) provided an overview of bicycle and pedestrian planning completed in the region to date. *PowerPoint attached*. Participants noted that it would be important to not only consider the plans developed within the TARPO jurisdictions but also those developed by our neighbors. The Strava “heat maps” were brought up as a source of information on the areas with high bicycle use.

For exercise 1, participants were asked to brainstorm regarding the vision for bicycle and pedestrian transportation in the region. The following comments were recorded (the italicized items are those considered most important to try to achieve through this planning document):

- *Policy recommendations for local governments (counties and towns)*
- What is recreation? (long distance on-road bicycling? Mountain biking? Casual weekend use?)
- Connect business areas, schools, and parks with neighborhoods
- Public health improvements
- Aging in our region (particularly in Chatham and Moore) – maintaining mobility
- Need to think about equity of transportation improvements, impacts to those who use bike/ped out of necessity – connections (example: cannot walk to PX bus stop at Lowes in Pittsboro)
- Purpose varies by context – urban more utilitarian, rural more recreational
- What are the limits for riding in a commute/transportation context vs. recreational context?
- Bike/ped facilities serve an important Environmental Justice (EJ) role
- Safety/accessibility as keys
- Connectivity – to work, to transit, to nearby neighborhoods
- *Tie between plans and DOT funding (example: what can be achieved with a resurfacing?)*
- *Prioritization*
- *Advocacy of projects to NCDOT*
- Users: less than 1% fearless, about 5% motivated, about 35% interested but concerned – the interested but concerned group are the ones most in need of infrastructure improvements in order to feel more confident as riders
- Millennial generation more likely to walk/bike
- Contribution to local economy – amenities – attraction for homebuyers, businesses
- Improved property value and quality of life
- Tourism – impact on local economy
- Lighting (example: ensure visibility of crossings)

For exercise 2, participants discussed ways to prioritize bicycle and pedestrian projects, since this is one of the primary goals we are trying to achieve with this planning document. There was a general concept to develop a set of spine routes connecting important nodes, with the following elements being used to aid in determining those spines and nodes:

- Prioritize utilitarian-use facilities

- Reaching underserved populations and connecting to transit
- Safety – crossing signals, improving goat paths, etc.
- Prioritize connections to employment, schools, parks, activity centers, and the existing network
- Health impacts (may be baked into other factors) – school connections, for example

For exercise 3, participants were provided with large maps showing the existing and planned bicycle and pedestrian infrastructure within their counties and asked to review the maps for accuracy; mark potential gaps or improvements that are missing; and begin to identify potential spine routes for prioritization. Participants were able to take the maps with them at the end of the meeting to continue working on them – the maps are to be returned to TARPO staff by Thanksgiving.

Online versions of the maps may be found at

http://www.tarpo.org/topics/gis/bike_ped_mapping_app/index.html.

The next steering committee meeting is scheduled for January 23, 2015 at 10 am at TJCOG.

Attendees:

Matt Day, TARPO

Darius Sturdivant, NCDOT Division 8

Tamara Makhlof, NCDOT Division 7

Ed Lewis, NCDOT Division 7

Phil Bors, Chatham County (citizen member)

Hillary Pace, Chatham County

David Montgomery, Lee County

John Mueller, Moore County (citizen member – alternate)

Jeremy Rust, Moore County

Bret Martin, Orange County