

Vision

The Triangle Area Rural Planning Organization will work with its state and local partners to create a connected and effective network of safe and accessible facilities for use by bicyclists and pedestrians throughout the region.

Goal 1: *Plan a robust bicycle and pedestrian infrastructure within the TARPO region that serves users of all ages and ability levels and allows safe and efficient bicycle and pedestrian transportation.*

Objective 1.1 – Increase the coverage of bicycle and pedestrian plans within the region.

- Adopt this planning framework to serve as an overarching policy guide for the TARPO region and to provide a baseline level of planning for portions of the region that do not have municipal or county bicycle and pedestrian plans.
- Work with municipalities to develop detailed local bicycle and pedestrian plans, and to update plans over time as necessary.
- Develop a regular schedule for future updates to this bicycle and pedestrian planning framework.

Objective 1.2 – Coordinate local and regional plans with plans by state agencies and neighboring regions and localities.

- Regularly coordinate with NCDOT, NCDENR, NCDCCR, and other state agencies on their plans and projects. Incorporate these plans into the TARPO planning framework and share information with these agencies as appropriate.
- Regularly coordinate with neighboring MPOs and RPOs on their bicycle and pedestrian plans and projects to ensure matching at the boundaries and to consider appropriate connections beyond the TARPO planning boundary.

Objective 1.3 – Ensure that local and regional bicycle and pedestrian needs are accurately reflected in Comprehensive Transportation Plans.

- Work with NCDOT to ensure the recommendations from plans are accurately shown in CTP maps, and to improve the documentation in CTP reports relative to recommended bicycle and pedestrian improvements.
- Update CTP maps as needed to incorporate changes in local and regional bicycle and pedestrian plans.

Objective 1.4 – Educate local officials and the public about the content of this plan.

- Encourage local governments to use the policies in this plan as guidance for their decision making.
- Educate people about the benefits of bicycle and pedestrian transportation.
- Educate people about the process for funding and constructing bicycle and pedestrian projects.

Goal 2: *Implement appropriate bicycle and pedestrian facilities as part of the construction of new roadways and the improvement of existing roadways.*

Objective 2.1 – Ensure the inclusion of appropriate bicycle and pedestrian improvements in capital projects administered by NCDOT.

- Participate in project scoping to ensure that bicycle and pedestrian improvements identified in local and regional plans are included in plans for roadway projects.
- Coordinate with NCDOT and local staff on the appropriate style/type of improvements based on existing plans (where available) and the context of the area.
- Ensure that the NCDOT Complete Streets Policy is considered as part of all proposed projects.
- For incidental sidewalk projects, which require a local funding contribution under current NCDOT policy, work with local partners to educate them about this policy and ensure that the local partners can secure the necessary funding.

Objective 2.2 – Improve coordination with NCDOT on opportunities to address bicycle and pedestrian improvements in maintenance and operations projects.

- Track proposed maintenance and operations projects being pursued by NCDOT—including resurfacing projects, safety projects, signal projects, and intersection projects—and identify locations where bicycle and pedestrian improvements could be incorporated into the project at little to no extra expense.

Objective 2.3 – Increase the coverage of locally-maintained streets with provisions for bicycle and pedestrian transportation.

- Encourage local agencies to include appropriate bicycle and pedestrian facility improvements as part of roadway projects.
- Encourage local governments to adopt complete street policies and street connectivity policies, particularly with regard to the development of new subdivisions.
- Work with local agencies and NCDOT to determine potential projects on state-maintained roadways that could be funded and constructed by local governments, and encourage construction of these local projects.

Goal 3: *Increase funding for bicycle and pedestrian facility construction and maximize the benefits of bicycle and pedestrian projects that are funded for construction.*

Objective 3.1 – Increase the number of projects that are successfully funded through the NCDOT Strategic Transportation Improvements (STI) prioritization process.

- Improve the quality (in terms of scoring) of projects that are submitted to NCDOT for potential funding, to ensure that the set of projects with the greatest potential benefits to the region is being considered.
- Improve the scoring methodology TARPO uses to assign local input points in the STI process to better reflect appropriate prioritization criteria.
- Work with local project sponsors to identify potential sources for required project matching funds and to aid in project development.

Objective 3.2 – Increase the amount of funding available for bicycle and pedestrian projects at the local level and improve the stability of these local funding sources.

- Encourage city and county governments to identify specific sources of funding that will be dedicated to bicycle and pedestrian improvements—this funding could be used for local projects as identified in plans or as a match for NCDOT project funding.
- Encourage local governments to use these ongoing funding sources to construct priority bicycle and pedestrian projects as identified in local plans.

Goal 4: *Promote healthy lifestyles and improve the quality of life for residents and visitors in the community through improved bicycle and pedestrian infrastructure.*

Objective 4.1 – Improve bicycle and pedestrian access within and to/from low-income neighborhoods, where non-motorized travel is more likely to be an economic necessity.

- Prioritize projects that serve low-income neighborhoods for local and state funding.
- Encourage participation from these neighborhoods in planning activities and educational programming.

Objective 4.2 – Improve bicycle and pedestrian access to schools, parks, and other major destinations to promote healthy transportation, particularly for children.

- Prioritize projects that connect residential areas with schools and parks for local and state funding.
- Support programs such as Safe Routes to School, and encourage schools and communities to work together on both physical infrastructure projects and educational/organizational programs to increase the number of children using active transportation to school.
- Prioritize projects that serve a primary transportation use as vital connections between destinations in the community and region.

Objective 4.3 – Develop bicycle and pedestrian infrastructure that is suitable for all users, of all ages and ability levels.

- Ensure that plans and programmed (funded) projects account for both low-skill users who generally prefer off-road, purpose-built facilities with few traffic conflicts, and high-skill users who generally prefer direct, convenient connections and are more comfortable mixing with car traffic.
- Approach proposed roadway projects with a “complete streets” perspective – is the roadway being designed to adequately serve all users and purposes of that street?

Objective 4.4 – Improve the safety of bicycling and walking within the region by reducing the potential for crashes.

- Prioritize projects with greater crash reduction benefits for local and state funding.
- Monitor crash data over time to watch for patterns and trouble spots, and use that data to inform decision making in plans and funding programs.
- Encourage the installation of context-appropriate lighting along bicycle and pedestrian facilities, to improve night time safety.

Goal 5: *Benefit the regional economy through improved bicycle and pedestrian infrastructure.*

Objective 5.1 – Improve the attractiveness of the region to new residents and new businesses through improved bicycle and pedestrian infrastructure.

Objective 5.2 – Improve average property values in areas with access to improved bicycle and pedestrian facilities.

Objective 5.3 – Improve accessibility to nearby businesses from tourist attractions and resorts through improved bicycle and pedestrian infrastructure.

- While the benefits of bicycle and pedestrian infrastructure can be difficult to quantify, many studies have shown that there are positive impacts on the local/regional economy – Monitor studies and reports conducted in North Carolina and around the United States that measure or quantify these benefits for potential use of this information in future plan updates.