

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

MTP Executive Committee

December 3, 2014 9:00am

Agenda

1. **WELCOME AND HOUSEKEEPING (5 min)**

A. Welcome and Introductions, Approval of Agenda

Committee Chair

2. **PUBLIC COMMENT**

3. **CONSENT AGENDA**

A. Meeting Notes from August Meeting

4. **REGULAR UPDATES**

5. **BUSINESS (60-90 min)**

A. Board Request to Specify Highway Goal(s)

MPO Director

B. Revisit of Goals Based on Workshop Findings

Committee Chair

C. Discussion of Performance Measures and Next Steps

Committee Chair

D. First Public Outreach Strategies

MPO Director

E. First Look At Travel Model Output

MPO Director

6. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (3 min)**

7. **TOPICS FOR NEXT MEETING? (3 min)**

A. Follow up from item 5C

B. Discussion of Model Scenarios

8. **PUBLIC COMMENT II**

9. **ADJOURNMENT**

Item 5A:

Item 1: Board Request for Specific “Highway” Goal(s)

The Board reviewed our Mission, Vision, Goals, and Objectives at their September meeting. They noticed that though there are highway goals inherent in many of the goals, there was no specific goal that referenced Highways. The Board asked the MTP Executive Committee to look at rewording existing goals or adding a highway specific goal to the mix.

Item 5B:

Item 2: Revisit of Goals from Workshop Findings.

The workshop revealed some structural issues with some of our goals, notably the “Enviroplace” goal. Is further dialog needed, and if so what is the best way to craft a goal or goals from what we have?

The ITRE staff also noted that some of our goals relate more to process than achieving a vision. Discussion?

Item 5C:

Discussion of Performance Measures Exercise (More on future guidance to staff under item 7)

The workshop gave us great starting points to follow how well the plan is moving goals and objectives along. This will be a short review and chance to get feedback on the exercise.

Workshop Participants

The workshop was attended by 13 participants representing many different interests in transportation (see Table 1). Planners from NCDOT, Land of Sky Regional Council, the City of Asheville, Henderson County, and Safe Routes to School were among those present.

Table 1. Workshop Participants

Participant	Title	Organization
Mariate Echeverry	Transportation Planning Manager	City of Asheville
Vicki Eastland	Transportation Specialist	Land of Sky RPO
Julie Mayfield	Co-Director	Western North Carolina Alliance
Kristina Solberg	Division 13 Planning Engineer	NCDOT
Bruce Emory	Vice Chair (retired transportation planner)	City of Asheville Multi-Modal Transportation Commission
Matthew Cable	Transportation Planner	Henderson County
Carrie Turner	Southern States Coordinator	Safe Routes to School National Partnership
Tristan Winkler	Regional Planner	French Broad River
Joel Setzer	Division 14 Operations Engineer	NCDOT
Paul Black	Director	French Broad River MPO
Brendan Merithew	Transportation Engineer III	Transportation Planning Branch, NCDOT
Amy Knisley	Faculty, Environmental Studies	Warren Wilson
Josh O'Connor	Zoning Administrator	Buncombe County

Initial Screening of Performance Measures

The morning session concluded with the first group exercise. The NCSU team first assigned participants to one of four groups based on their role in the planning process. Groups were assigned to maximize the breadth of expertise and knowledge within each group. Each group was assigned two goals and given performance measure worksheets for each assigned goal. The groups met around large tables to foster discussion, and were facilitated by someone from either the NCSU team or from the French Broad River MPO. Groups were asked to discuss their goal and each goal's associated action item, provide high-level reactions to the performance measures listed on the goal worksheet, and create a list of performance measures that would meet goal areas and suggested criteria. After completing the worksheets, participants wrote the group's performance measures and placed it on the sticky wall.

Performance Measure Quality Evaluation

Following initial high-level group discussions on assigned performance measures, the NCSU team gave a brief presentation to all workshop participants on performance measure quality and presented criteria that may be used to assess the quality of specific measures. The NCSU team integrated the SMART criteria (Specific, Measurable, Relevant, and Time-bound) with other quality criteria developed for environmental health indicators and distilled the larger set into four criteria: Understandable, Available,

Feasible, and Relevant. After this presentation, the workshop adjourned for lunch off-site. This exercise ran over the scheduled time, and was completed after lunch.

Performance Measure Review

After completing the previous exercise, each group was assigned two goal areas and asked whether the performance measure listed corresponded to the action items identified previously in the planning process. Each group received a worksheet that listed action items alongside the corresponding goal. Participants added the new measures to the corresponding goals on the sticky wall. Unfortunately, due to time constraints, this exercise was not completed for goals 5 and 7. Goals 2,3, and 4 were reviewed, but no new measures were identified.

Performance Measure Scoring

After making small additions to the performance measures, participants were asked to vote on their preferred performance measures by placing a dot on the written performance measure. The intent of this exercise was not necessarily to rank performance measures, but to begin developing consensus around performance measures that should be the first implemented.

Workshop Results

The workshop resulted in three primary products: initial performance measure lists associated with each goal, revised performance measures specifically mapped to actions associated with each goal, and a preliminary ranking of the measures associated with each goal. The results of the three exercises are summarized in the tables on the following pages.

A second, preliminary analysis of the changes between the proposed performance measures (provided by ITRE staff during the workshop) and the initial performance measures adopted by the workshop participants is also included starting on page 12. On the page, the proposed measures are listed and numbered. The following table contains the initial performance measure, the number of the corresponding provided potential measure, and changes made. This analysis may not be included in the final report, but may be useful to illustrate anticipated data issues or priorities identified early on by participants.

Goal 1		
Improve multi-modal and non-motorized transportation options		
Performance Measure	Votes	Initial/ Revised Measure
Miles of multi-modal facility and connectivity metric	6	Initial
Dollars funding for non-motorized transport vs entire funding	4	Initial
Number of walkable neighborhoods	4	Initial
Percentage signalized intersections with pedestrian crosswalks and signals	3	Initial
Percent eligible roadway projects as Complete Streets	3	Initial
Mode share metric	2	Initial
Annual bike/ped injuries/fatalities	-	Initial
Number of meetings between city/county governments around non-highway infrastructure	-	Revised
Increase in applications for allocated funds (TIGER etc.)	-	Revised
Complete a study on potential funding sources	-	Revised
Number of potential projects eligible for HSIP (if eligible)	-	Revised
Number of meetings hosted with local governments on potential funding	-	Revised

Goal 1: IMPROVE MULTI-MODAL AND NON-MOTORIZED TRANSPORTATION OPTIONS

Potential Measures:

1. Miles of sidewalks, bike lanes and greenways per capita
2. Bike path utilization rates
3. Sidewalk utilization rates
4. Modal share for work commute
5. Modal share for school travel
6. Annual number of bike/ped injuries and fatalities
7. Number participating in bicycle program or event.
8. Percent of state bike routes with paved shoulders.
9. Number of schools, universities and colleges participating in pedestrian and bicycle safety education/encouragement programs.
10. Percent of signalized intersections with pedestrian crosswalks and crossing signals.
11. Percent of roads served by more than one mode of travel.
12. Percentage of eligible roadway projects built as Complete Streets
13. Percent of streets with presence of benches, shade trees, bike racks, good lighting, flower pots, etc. which make non-motorized travel more pleasant.
14. % funding for non-motorized transportation infrastructure compared to total transportation funding.
15. % of non-motorized transportation infrastructure in state of good repair (determined by infrastructure health assessments)
16. Percent of transit and rail hubs with complete access amenities for bike/ped.
17. Percentage of population within a ½ mile walk (along pedestrian network) of recreational destinations, including public parks
18. Percentage of children that walk or bike to school
19. Percentage of population that walks or bikes for health purposes
20. Percentage of residents living in walkable neighborhoods

Chosen Initial Performance Measure	Potential measure number	Change
Percentage signalized intersections with pedestrian crosswalks and signals	10	None
Mode share metric	4, 5	Removed "for work commute" and "for school travel"
Miles of multi-modal facility and connectivity metric	1	Changed "sidewalks, bike lanes and greenways per capita" to "multi-modal facility"; added "connectivity metric"
Annual bike/ped injuries/fatalities	6	None
Dollars funding for non-motorized transport vs entire funding	14	Changed "Percent" to "Dollars"
Number of walkable neighborhoods	20	Changed focus to neighborhoods instead of residents, changed "Percent" to "Number"
Percent eligible roadway projects as Complete Streets	12	None

Goal 2 Improve safety		
Performance Measure	Votes	Initial/ Revised Measure
Decrease annual number of motor vehicle and bike/ped injuries and fatalities	8	Initial
Increase number of facilities complying with ADA	4	Initial
Increase percentage of signalized intersections in a corridor with ped crossings and signals	4	Initial
Increase percentage of streets with speed limits and other road characteristics compatible with surrounding land uses	4	Initial
Decrease crash rates in low income/minority communities	-	Initial

Goal 2: IMPROVE SAFETY

Potential Measures:

1. Percentage of streets with speed limits incompatible with surrounding land uses
2. Annual number of motor vehicle, bike and pedestrian injuries and fatalities
3. Per capita traffic crash and fatalities rates
4. Number of schools, universities and colleges participating in pedestrian and bicycle safety education/encouragement programs.
5. Percent of signalized intersections with pedestrian crosswalks and crossing signals.
6. Economic cost of roadway injuries and fatalities per year
7. Percent of existing facilities brought into compliance with Americans Disability Action (ADA) requirements.
8. % of roadway/transit infrastructure achieving state of good repair
9. Annual hours of delay due to congestion per capita
10. % rear-end vehicle crashes on arterials

Chosen Initial Performance Measure	Potential measure number	Change
Decrease crash rates in low income/minority communities	n/a	New measure
Increase number of facilities complying with ADA	7	Removed "[total] percent", replaced with "increase number"
Increase percentage of signalized intersections in a corridor with ped crossings and signals	5	"Changed "[total] percentage" to "increase percentage"
Decrease annual number of motor vehicle and bike/ped injuries and fatalities	2	Changed "[total] annual number" to "decrease annual number"
Increase percentage of streets with speed limits and other road characteristics compatible with surrounding land uses	1	Changed "[total] percentage" to "increase percentage"

Goal 3 Address congestion and bottlenecks (trip predictability)		
Performance Measure	Votes	Initial/ Revised Measure
Average travel commute times to work	4	Initial
Travel time reliability and info availability	3	Initial
Average time to clear incidents and number of incidents	1	Initial
mode split and single occupancy vehicles (SOV)	1	Initial
Multi-modal LOS	8	Initial
Network connectivity/redundancy	4	Initial

Goal 3: ADDRESS CONGESTION AND BOTTLENECKS (TRIP PREDICTIBILITY)

Potential Measures

1. Annual hours of delay due to congestion per capita
2. Vehicle miles traveled per capita
3. Total time lost due to incidents
4. Travel time reliability (buffer index: cushion time).
5. Percentage of freeway miles with ITS systems in place (VMS, etc.)
6. Average time to clear incidents
7. Percent single occupancy commute drivers.
8. Percentage of population commuting to work using modes other than single occupancy private vehicles (carpooling, public transit, etc.)
9. Multi-modal level of service (HCM, Bike and Pedestrian Environmental Quality Indexes, Charlotte LOS Protocol, etc.)
10. Truck hours of delay
11. Average freight speed
12. Per capita congestion costs
13. Average commute travel times to work

Chosen Initial Performance Measure	Potential measure number	Change
Average travel commute times to work	13	None
Travel time reliability and info availability	4	None
Average time to clear incidents and number of incidents	6	Added "and number of incidents"
Mode split and single occupancy vehicles (SOV)	7	Added "mode split," removed "percent"
Multi-modal LOS	9	None
Network connectivity/redundancy	n/a	New measure

Goal 4 Improve public transit options		
Performance Measure	Votes	Initial/ Revised Measure
Increase percentage of population within 1/2 mile of frequent transit service (what is 'frequent'?)	7	Initial
Increase employment locations served by transit	4	Initial
Increase annual public transit passenger miles per capita	4	Initial
Increase local funding for transit (public and private dollars)	4	Initial
Increase in number of communities served by regional transit options (P&R lots, express bus, etc.)	2	Initial

Goal 4: IMPROVE PUBLIC TRANSIT OPTIONS

Potential Measures:

1. Percentage of population living within ½ mile of a transit stop with frequent transit service
(*need to define a headway threshold for "frequent" service*)
2. Percentage of employment locations located within ½ mile of a transit stop.
3. Modal share for work commute
4. Annual public transportation passenger miles per capita
5. Miles of fixed route bus service.
6. Population density (persons per square mile)
7. Employment density (Employment centers per square mile)
8. Percentage of residential units located within ½ mile of at least 3 key commercial services
(retail, banking, restaurants, entertainment, etc.)
9. Percentage of population living within ½ mile of a mixed-use district
10. Parking costs/hour

Chosen Initial Performance Measure	Potential measure number	Change
Increase percentage of population within 1/2 mile of frequent transit service (what is 'frequent'?)	1	Changed "[total] percentage" to "increase percentage"
Increase employment locations served by transit	2	Changed "[total] percentage" to "increase [number]"
Increase annual public transit passenger miles per capita	4	Changed "[total] annual" to "increase annual"
Increase local funding for transit (public and private dollars)	n/a	New measure
Increase in number of communities served by regional transit options (P&R lots, express bus, etc.)	n/a	New measure - similar to potential measure 1, but with a regional focus

Goal 5		
Improve and expand community and public involvement		
Performance Measure	Votes	Initial/ Revised Measure
Increase meaningful public input into controversial projects	4	Initial
Projects reflective of community input	4	Initial
Increase use of multiple outreach tools (meetings, charrettes, social media, surveys, etc.)	1	Initial
Increase in outreach to groups representing under-represented populations	3	Initial
Increase in number of people participating in public involvement events	3	Initial

Goal 5: IMPROVE AND EXPAND COMMUNITY & PUBLIC INVOLVEMENT

Potential Measures:

1. Number participating in community and public involvement events
2. % of very satisfied participants at community and public involvement events (based survey results)
3. % of projects that stay on schedule for completion of environmental studies
4. Customer satisfaction survey results (% overall positive opinion of transportation system)
5. % change in funding for transportation infrastructure by public private partnership
6. Number of participants at transportation educational events

Chosen Initial Performance Measure	Potential measure number	Change
Increase meaningful public input into controversial projects	n/a	New measure
Projects reflective of community input	n/a	New measure
Increase use of multiple outreach tools (meetings, charrettes, social media, surveys, etc.)	n/a	New measure
Increase in outreach to groups representing under-represented populations	n/a	New measure
Increase in number of people participating in public involvement events	1	Changed "[total] number" to "increase in number"

Goal 6		
Ensure changes respect our unique places and environments		
Performance Measure	Votes	Initial/ Revised Measure
Context-sensitivity metric (TBD)	6	Initial
Combined housing and transportation costs	2	Initial
Economic metric (TBD)	2	Revised
Percentage change in state funding for bike/ped	1	Initial
Percent undeveloped land used for transportation infrastructure	1	Initial
Land paved for transport facilities	1	Initial

Goal 6: ENSURE CHANGES RESPECT OUR UNIQUE PLACES & ENVIRONMENTS

Potential Measures:

1. Accessed tax value of properties adjacent to roadways.
2. Percent of households with transportation costs equal to or greater than 15% of household income
3. Percent of households with combined housing and transportation costs equal to or greater than 45% of household income
4. GDP growth rate per VMT growth rate
5. Jobs-Housing balance (dissimilarity index: measure of accessibility and spatial mismatch)
6. New Business start ups
7. Number of locally owned businesses.
8. Energy consumption in transportation by mode and energy sources.
9. Land paved for transport facilities (roads, parking, ports and airports).
10. Energy consumption per freight ton-mile.
11. Mobile source emissions as compared to total emissions.
12. Percent of streets designed by "Green Road" standards.
13. Travel time by income group (equity related measure)
14. Water pollution emissions.
15. % of underdeveloped land used for transportation infrastructure
16. % change in state funding for bike and pedestrian projects
17. % of projects selected on the basis of achieving priority ecological outcomes
18. Street Connectivity Index
19. GDP growth rate per VMT growth rate
20. Land use density (people and jobs per unit of land area)

Chosen Initial Performance Measure	Potential measure number	Change
Percentage change in state funding for bike/ped	16	None
Percent undeveloped land used for transportation infrastructure	15	None
Land paved for transport facilities	9	None
Combined housing and transportation costs	3	Removed "percent of households with combined housing + transportation costs equal to or greater than 45% of household income"
Context-sensitivity metric (TBD)	n/a	New measure

Goal 7		
Improve and develop planning tools		
Performance Measure	Votes	Initial/ Revised Measure
Up to date travel behaving data	4	Initial
Back-test model at beginning of model cycle	3	Initial
Improve freight and visitor models	1	Initial
Review plan annually for updates	1	Initial

Goal 7: IMPROVE AND DEVELOP PLANNING TOOLS

Chosen Initial Performance Measure	Potential measure number	Change
Improve freight and visitor models	n/a	New measure
Up to date travel behaving data	n/a	New measure
Review plan annually for updates	n/a	New measure
Back-test model at beginning of model cycle	n/a	New measure

Goal 8		
Seek ways to maintain and improve safe freight movement within and through the region		
Performance Measure	Votes	Initial/ Revised Measure
Freight incidents	2	Initial
Travel time to essential markets	2	Initial
Number of enterprises "last mile"	2	Initial
Loading zone adequacy	1	Initial
Freeway segments with significant grades (TBD)	1	Revised
Truck hours of delay	1	Revised
Lane matching (number of companies)	-	Revised
Freight restrictions (off-peak delivery and pickup)	-	Initial
Miles of active vs inactive corridor (rail)	-	Revised

Goal 8: SEEK WAYS TO MAINTAIN AND IMPROVE SAFE FREIGHT MOVEMENT WITHIN AND THROUGH THE REGION

Potential Measures:

1. Average freight delay per ton
2. Truck hours of delay
3. Average freight speed
4. Average truck speed on major freight corridors
5. Travel time index at major freight bottlenecks
6. Cost of goods movement in key national modal corridors
7. Number of enterprises in key industries with reasonable access (must be defined) to high capacity highway or rail facilities
8. Travel time of goods to essential markets
9. % population within user-defined distance to four-lane highway facilities; air cargo service; scheduled air service; intercity bus service; intercity rail service, etc.
10. GDP growth rate per VMT growth rate

Chosen Initial Performance Measure	Potential measure number	Change
Freight incidents	n/a	New measure
Freight restrictions (off-peak delivery and pickup)	n/a	New measure
Loading zone adequacy	n/a	New measure
Travel time to essential markets	8	Removed "of goods"
Number of enterprises "last mile"	n/a	New measure

Item 5D:

Public Outreach Program and Strategies

The MPO staff are taking advantage of the holidays to get feedback out in communities of the French Broad MPO Region.

- Canton (12/4)
- Hendersonville (12/5)
- Flat Rock (12/10)
- Weaverville (12/12)
- Waynesville (12/13)

The staff will continue to get feedback as public events are available.

In addition, the MPO staff will begin planning additional events based on the goals and objectives that might have a public input element:

- Topical Workshops – February through May
 - Freight Workshop
 - Bike/Ped Workshop
 - Transit Workshop
 - Underserved/Special Populations Workshop
 - Highway Congestion and Safety Workshop
 - Land Use and Placemaking
- Individual County Final Comment Meetings—August and September. Ideally they will include presentation to the County TACs.

Item 5E:

First Look At Travel Model Maps

The first run of the traffic forecasts maps are ready; it shows increasing volumes still gravitating to arterials and freeways. When expressed as a percentage rather than a net change, the numbers seem reasonable. More in item 7B.

Item 7A:

Performance Measures: Guidance to Staff on Next Steps

Based on our earlier discussion, are there additional items the staff should bring back for the next meeting? There were TBD measures we need to create as a starting point for discussion.

Item 7:

Discussion of Model Scenarios

Staff asked TPB to run a 2040 “Do Nothing” scenario to look at induced demand created in the first model run. It will also tell us where traffic would try and go onto the surface street network to make up the capacity difference.

If there are other scenarios we should review, the staff are looking for ideas to test and bring back to the Committee.