



Vision Statement

The FBRMPO will promote a safe and efficient transportation system that increases transportation options and enhances the environment and livability of the region through a well-integrated roadway, transit, rail, pedestrian, and bicycle network.

MTP Goals

1. Improve Multi-Modal and Non-Motorized Transportation Options
2. Improve Safety on Surface Streets and Highways
3. Address Congestion and Bottlenecks on Surface Streets and Highways
4. Improve Public Transit Options
5. Improve and Expand Community and Public Involvement
6. Ensure Changes Respect Our Uniques Places and Environments
7. Seek Ways to Maintain and Improve Safe Freight Movement Within and Through the Region
8. Improve and Develop Planning Tools

Goal 1: Improve Multi-Modal and Non-Motorized Transportation Option

Address Funding for Non-Motorized Transportation

- Pursue change at state level to allow state funds to be used for non-motorized portions of the transportation system; allow projects whose primary benefit is not motorized transportation to compete for those funds (improve STI for bike/pedestrian); pursue change at state level to no longer require local governments to bear the cost of sidewalk construction as part of an NCDOT roadway project if a sidewalk is needed
- Draft a study of potential funding at the local level for regular multi-modal improvements through a consistent revenue source (e.g. Pasadena's parking revenue); assist interested local governments in developing revenue sources identified; identify projects that can be funded by a local bond; assist interested local governments in developing bond measures
- Advocate for additional direct allocation funds from USDOT similar to Tiger Program and increase STP-DA & TAP allocations
- Develop a bike/pedestrian project list that is eligible for the highway safety improvement program (HSIP) funds based on crash data; work with the regional traffic engineer to provide initial ROI and advocate for projects to elevate to the state safety engineer.

Address Operations and Maintenance Issues Outside Municipal Limits

- Convene a local dialog between city & county governments and NCDOT on maintenance & operational responsibilities for non-highway infrastructure outside municipal limits.

Address Concerns / Issues with Multi-Modal Facilities Including Greenways

- Assist local partners in greenway planning and landowner outreach efforts related to multi-

modal issues

- Advocate for implementation of complete streets policy during project development
- Task the Complete Streets Workgroup to develop a tool to assess trade-offs related to bike/pedestrian/transit in highway projects. Use tools to develop policy guidance on thresholds or criteria to include non-motorized facilities

Address Concerns/Issues with Bike/Pedestrian Safety

- Maintain bicycle and pedestrian crash history resources and assist in analyzing crash history
- Work with local government staff and NCDOT to study pedestrian and bicycle commuting patterns in and around crash hot spots, identified activity centers (downtowns, destinations), and along existing and planned infrastructure
- Participate in walk and bike audits with NCDOT, local government staff, and community stakeholders
- Advocate for design alternatives that address the "interested but concerned" population's apprehensions with making more trips without a motorized vehicle.

Project Selection Criteria

- Identify criteria for multi-modal projects in TIP;
- Giving additional prioritization credit for local match funding for multi-modal in prioritization of project for TIP;
- Multi-modal considerations given points in EJ analysis scoring.

Performance Measures

- Miles of multi-modal facility and connectivity
- Dollars of funding for non-motorized transport versus entire funding
- Number of walkable neighborhoods
- Percentage signalized intersections with pedestrian crosswalks and signals
- Percent eligible roadway projects as Complete Streets





Goal 2: Improve Safety

Identify Corridors with Safety Problems with Particular Focus on Bike/Pedestrian Safety

- Geocode detailed crash data from NCDOT, starting with CMP corridors

Recommend Potential Upgrades for Facilities or Address Operations Where Safety can be Improved with Particular Attention to Bike/Pedestrian Safety

- Research and update best practices related to facilities and operations; with special attention to modal overlap and injury/fatality crashes

Research Options for Increased Access Control/Corridor Management Projects

- Research impact on retail sales and real estate values in corridors where retrofit medians were installed

Project Selection Criteria

- Refine crash-related prioritization and STP-DA/TAP crash criteria
- Analyze and support (when warranted) safety projects brought forward by NCDOT/local jurisdictions
- Include best practices recommendations in MTP; reward projects that incorporate best practices in prioritization processes
- Report on crash factors in the region with special attention to those that can be

addressed by facility design; use findings to refine safety factors in prioritization process

Performance Measures

- Decrease annual number of motor vehicle and bike/pedestrian injuries and fatalities
- Increase number of facilities complying with ADA
- Increase percentage of signalized intersections in a corridor with pedestrian crossings and signals
- Increase percentage of streets with speed limits and other road characteristics compatible with surrounding land uses

Goal 3: Address Congestion and Bottlenecks

Prioritize Projects in Congested Corridors

- Update the congestion management plan (CMP)

Define “Harmful Congestion” and How to Measure It

- Research and present findings to board (congested measures); have board guide staff in creating parameters to review congestion that is related to vibrant places and contextually acceptable versus congestion caused by inadequate design, capacity mismatch, or similar issue related to the facility.

Define Congestion for Non-Motorized Modes of Transportation

- Research and present to board on what constitutes non-motorized congestion and ways to measure it.
- Add to bike and pedestrian count inventory; have board adopt bike and pedestrian count plan to prioritize count locations
- Determine if there are any non-motorized congested areas in the region based on research conducted and board parameters.

Project Selection Criteria

- Advocate that projects in the Congestion Management Plan are included in the CTP, MTP, prioritization, and TIP
- Develop recommendations for operational changes related to congestion

Performance Measures

- Average travel commute times to work
- Travel time reliability and info availability
- Average time to clear incidents and number of incidents
- Mode split and single occupancy vehicles (SOV)
- Multi-modal Levels of Service
- Network connectivity/redundancy





Goal 4: Improve Public Transit Options

Adequately Fund Local Transit as Shown in Local Transit Plans

- Research and present to the MPO Board various funding strategies to include \$0.0025 (quarter cent) sales tax and rental car tax options; study potential impacts of increasing fare as requested by local transit providers;
- Create outreach and publicity for funding strategy chosen by the MPO Board
- Update CTSPs regularly

Improve Regional Transit Services

- Work with Transit Operators' Workgroup and city/county managers (that house transit systems) to determine the best structure for regional transit providers and funding options
- Address regional services to provide rideshare, call center, TDM, express bus, or vanpool options
- Identify opportunities that cross political boundaries and address funding issues

Address Lack of Inter-City Transit

- Outreach to private bus operators to improve service to the region--seek express service to nearest large markets (Charlotte, Atlanta) and better frequency service.
- Develop a passenger rail market study with NCDOT rail and Norfolk Southern to reinstate Amtrak service to the region--initially with seasonal, weekend & holiday schedule;

identify origin & destination markets and potential ridership

- Advocate for re-activation of the rail line in the Saluda gap for potential passenger service

Project Selection Criteria

- Evaluate time competitive transit service on the I-26 and I-40 and/or adjacent corridors; recommend projects & appropriate technologies for inclusion in the MTP as warranted
- Continue to implement service expansions as called for in local plans, notably (Asheville night service, etc.)
- Include capital for transit vehicle replacement and system expansion in MTP as called for in CTSPs and local plans

Performance Measures

- Increase percentage of population within 1/2 mile of half hour transit service
- Increase employment locations served by transit
- Increase annual public transit passenger miles per capita
- Increase local funding for transit (public and private dollars)
- Increase number of communities served by regional transit options (P&R lots, express bus, etc.)

Goal 5: Improve and Expand Community and Public Involvement

Seek Input Parity for All Demographic Groups and Users of the Transportation System

- Outreach to Advocacy Groups and Community Groups
- Maintain of Outreach to Community Contacts and Media Contacts/Online Presence
- Continued Translation of Key Document Summaries and Maintenance of Translation Services for Identified Language Groups; Continue American Sign Language Training for Staff
- Host or assist local partners in hosting Aging in Place or Youth-related Workshops
- Host or assist local partners with multimodal outreach events (Strive Not To Drive, Bike Safety Classes, Walk to School Day, Etc.)

Foster Environment for Discussion of Competing/Conflicting Needs:

- Continue to Support Boards, Subcommittees, and Workgroups
- Host local stakeholder dialogs around projects going through the NEPA process

Foster an Interactive Planning and Design Process

- Advocate for local interests at NCDOT on committees, workgroups, project NEPA Merger teams, and through statewide professional associations (NCAPA, NCAMPO, NCSITE, others)

- Host or assist local partners in hosting workshop activities such as ADA audits, Complete Streets audits, etc.
- Help publicize NCDOT local input meetings on large projects (Local Official's Informational Meeting and Public Meeting)
- Create and publish project web pages for public consumption

Integrate Disparate Planning and Design Processes

- Integrate disparate modal planning-CTSPs on SPOT/TIP update cycle, HSPs on MTP/CTP cycle
- Integrate local plans directly into regional plans where possible

Project Selection Criteria

- Not applicable-but will be used as the project moves forward in the performance measures, below.

Performance Measures

- Increase meaningful public input into controversial projects
- Projects reflective of community input
- Increase use of multiple outreach tools (meetings, charrettes, social media, surveys, etc.)
- Increase in outreach to groups representing under-represented populations
- Increase in number of people participating in public involvement events.





Goal 6: Ensure Changes Protect Our Unique Places and Environments

Seek Ways to Address Imbalanced Investment Pattern

- Develop objective measure to balance additional costs for complete streets or environmental preservation with the benefits provided, not just as percentage of highway investment.
- Review local off-street parking policies in land development ordinances and local parking infrastructure investments, pricing/restrictions on public parking, downtown parking supplies
- Advocate for a performance metric that measures all users of the system, not just motor vehicles

Find a Meaningful Way to Address Natural Environment Issues at a System Level

- Develop objective measure to balance additional costs for environmental preservation with the benefits provided, not just as percentage of highway investment.
- Include environmental review elements in project “dossiers” and related project publications

Engage the State in Investing in Biking and Walking

- Legislative delegation engagement and outreach, also outside city limit issue roadshow

Find a Meaningful Way to Address Built Environment Issues at a Systems Level

- Develop objective measures to balance additional costs for complete streets with the benefits provided;
- Develop measures to assess “road diet” project benefits against vehicle capacity changes

Project Selection Criteria

- Advocate to the use of Context Sensitive Design
- Recommend the project fit the context for where it is located and who it serves

Performance Measures

- Context-sensitivity metric (TBD)
- Combined housing and transportation costs
- Economic metric (TBD)
- Percentage change in state funding for bike/pedestrian
- Percent undeveloped pedestrian land used for transportation infrastructure
- Land paved for transport facilities

Goal 7: Seek Ways to Maintain and Improve Safe Freight Movement Within and Through the Region

Develop Methods for Monitoring Freight Flows Within and Through the Region

- Work with area manufacturers, the WNCTA, and area chambers of commerce to build relationships with the freight community;
- Build upon existing knowledge from inland port and other studies;
- Seek direct or indirect (BLS, BEA et cetera) ways to use proprietary freight data from railroads and trucking companies
- Obtain both detail (weigh station) and aggregate freight data from NCDOT/USDOT that is available; identify shortcomings and begin dialog on the best way to address data gaps.

Determine Global, National, and Local Market Influences on Freight Travel Through the Region for All Modes (e.g. Truck, Rail and Maritime Connections)

- Review freight movements by mode as available in aggregate;
- Research potential of freight origin/destination study for trucks and possible way to link with business census for modeling use; separate component for studying local (delivery) trips

Identify Measures for Freight-Induced Congestion that Relate to Local Geographic Conditions and External Influences

- Review the role of grade/slope variables in travel model; research ways to improve as warranted

Promote Land Use Policies that are Sensitive to Freight Needs Along Rail and Highway Corridors

- Using FHWA Freight and Land Use Handbook (April 2012) as a guide, do a small area plan as a pilot around select sites in the region. Participation by local partners responsible for land use regulation as a requirement for site selection.
- Advocate for preservation of freight rail service and rail corridors

Project Selection Criteria

- Develop freight related criteria for prioritization of projects.
- Advocate for preservation of freight rail service and rail corridors; assist industry with rail connections as opportunities arise.

Performance Measures

- Freight incidents
- Travel time to essential markets
- Number of enterprises "last mile"
- Loading zone adequacy
- Freeway segments with significant grades (TBD)
- Truck hours of delay
- Lane matching (number of companies)
- Freight restrictions (off-peak delivery and pickup)
- Miles of active vs inactive corridor (rail)





Goal 8: Improve and Develop Planning Tools

Create Plans That Can Easily Adjust to Revenue and Behavioral Changes

- Continue to invest in travel behavior and count data for all modes
- Create a plan and model structure that can quickly accommodate revenue and behavioral* changes
- Create a financial plan common to the MTP and tip with a feedback loop as projects let
- Create a revenue model that can adapt to VMT or other structural changes to funding and cost responsibilities

Build a Travel Mode That Reflects the Uniqueness of the Region

- Continue to invest in travel behavior and count data for all modes; partner with visitor bureaus for visitor data
- Maintain forecast platform in community viz
- Create baseline bike/pedestrian inventories for downtowns and major activity centers in conjunction with local partners; assist NCDOT and local partners as needed for vehicular traffic counts and freight percentages
- Refine base year land use creation; update in 5-year increments along with dwelling units, associated population data (households, household size, population, demographic indicators, group quarters), and employment data.

Project Selection Criteria

- Continue to invest in travel behavior and count data for all modes
- Purchase and deploy additional bike/pedestrian counters
- Purchase additional community viz license

Performance Measures

- Up to date travel behavior data
- Back-test model at beginning of model cycle
- Improve freight and visitor models
- Review plan annually for updates