

**Non-Motorized Transportation Plan (NMTP)  
Draft Vision, Goal and Objectives, Performance Measures,  
Policies and Practices  
Tri-County Regional Planning Commission (TCRPC)**

**Purpose**

The purpose of the Tri-County Regional Planning Commission (TCRPC) Non-Motorized Transportation Plan (NMTP) is to provide a regional level plan for future non-motorized travel. The plan presents regional non-motorized facilities and recommendations on its use by local governments and road agencies. It also identifies the TCRPC's adopted regional non-motorized investment strategies and direction of future regional planning efforts.

**Non-Motorized Plan Vision**

TCRPC envisions a community where people can safely and conveniently travel using active/non-motorized modes of transportation.

**Non-Motorized Plan Mission**

TCRPC intends to further develop a plan for an interconnected, continuous and universally accessible system of sidewalks, bike facilities and trails throughout the tri-county region, and with leadership provided by jurisdictions in the promotion, education, implementation, development and maintenance of the region's active transportation system.

**2017 NMTP Goals List**

Goal 1: Improve safety to reduce injuries and fatalities Towards Zero Deaths (TDZ) and to make traveling by foot, biking, and mobility devices comfortable, inviting and viable.

Goal 2: Promote and educate the public regarding opportunities for biking, walking, and mobility device as modes of transportation and recreation for people of all ages, abilities and incomes.

Goal 3: Foster an environment of partnerships and collaboration to connect our communities and regions to one another.

Goal 4: Incorporate non-motorized best practices into relevant policies, and stages of planning available to the Region.

Goal 5: Establish a strategy across jurisdictional boundaries for development and maintenance which will contribute to a continuous, coordinated, and safe regional non-motorized network of bicycle, pedestrian, and mobility devices facilities.

Goal 6: Implement strategies to prioritize regional non-motorized projects.

## Goal 1: Safety

Improve **safety** to reduce injuries and fatalities Towards Zero Deaths (TDZ) and to make traveling by foot, biking, and mobility devices comfortable, inviting and viable.

### Objectives:

- a. Develop strategies to educate all transportation system users on key safety issues related to integrating non-motorized travel to create an atmosphere of respect among all travelers.
- b. Minimize conflict between modes of travel while still accommodating all modes.
- c. Incorporate nationally accepted design standards and support innovated design where practical.

### Performance Measures

Reduce overall regional non-motorized involved crashes using trend analysis data. This crash data also will be used in the continual development of the 2016 TCPRC Regional Transportation Safety Plan (RTSP). The RTSP addressed non-motorized crashes as one of the four Safety Emphasis Areas, along with Potential Countermeasures.

## Goal 2: Promote and Educate

**Promote and educate** the public regarding opportunities for biking, walking, and mobility device use as modes of transportation and recreation for people of all ages, abilities and incomes.

### Objectives

- a. Increase awareness of the opportunities for, and benefits of, non-motorized transportation.
- b. Provide information to all users on safe ways to integrate motorized and non-motorized modes of transportation.
- c. Develop strategies to educate the public on the available non-motorized transportation network and encourage its use.
- d. Develop strategies to emphasize the benefits of and opportunities for non-motorized transportation into public schools.
- e. Encourage local communities to initiate early public participation and involve the user community in planning and facility design efforts.

### Performance Measures

Agencies and jurisdiction's comprehension of the public's level of awareness and exposure of the regional non-motorized resources availability and vicinity to them.

### Goal 3: Partnership and Collaboration

Foster an environment of **partnerships and collaboration** to connect our communities and regions to one another.

#### Objectives

- a. Provide convenient and safe non-motorized connections between destinations in every part the community, such as residential, commercial, school, recreational, and other areas.
- b. Integrate non-motorized transportation into existing transportation infrastructure where possible to optimize pedestrian, bicycle, and mobility device safety, mobility and access while minimizing impacts to vehicle mobility.
- c. Eliminate obstacles in the current regional non-motorized network. Such obstacles include gaps and “bottleneck” bridge and railroad safety crossings that may pose as barriers or create “islands” of disconnected population from other portions of the region.
- d. Consider and refer to master plans and land use policies.
- e. Jurisdictions are particularly encouraged to work with the TCRPC to coordinate their local non-motorized plans with adjacent governmental units to develop an integrated regional system with easy access across governmental boundaries.

### Goal 4: Best Practices

Incorporate non-motorized **best practices** into relevant policies, and stages of planning available to the MPO Region.

#### Objectives

- a. Develop best practices guidelines that define a true multi-modal perspective for transportation planning.
- b. Identify changes to planning processes, local government policies and regulations that will further non-motorized transportation.
- c. Define a sustainable financing mechanisms for non-motorized transportation policy development, policy implementation, construction and maintenance of facilities, education, and other needs that may arise to implement the non-motorized transportation plan.
- d. Define the process for prioritizing and implementing improvements.
- e. Encourage expanded data collection efforts, including bicycle and pedestrian counts to improve planning, funding and development of the future non-motorized system and encourage inclusion of safe routes to school practices.

### **Performance Measures**

Perform annual update to the regional non-motorized inventories, including condition of existing facilities.

### **Goal 5: Development and Maintenance**

Establish a strategy across jurisdictional boundaries for **development and maintenance** which will contribute to a continuous, coordinated, and safe regional non-motorized network of bicycle, pedestrian, and mobility devices facilities.

#### **Objectives**

- a. Preserve the function and fill in gaps of the existing non-motorized transportation system.
- b. Identify projects that will connect major trip generators including, but not limited to, neighborhoods, workplaces, services, recreational facilities, shopping, schools, transit, and other attractions to encourage efficient trip-making.
- c. Encourage local, county, and state roadway agencies to fully consider the needs of pedestrians bicyclists, and mobility devices in all projects.
- d. Develop regional scope for the maintenance of the regional non-motorized system.

#### **Performance Measures**

How many times the TCRPC Non-Motorized Advisory Working Group met between NMTP updates.

#### **Policies and Practices**

Convene the TCRPC Non-Motorized Advisory Working Group to meet once a year between NMTP updates.

## **Goal 6: Prioritization**

Implement strategies to prioritize regional non-motorized projects.

### **Objectives**

- a. Give priority to safety improvements, reduce crashes and move Towards Zero Deaths (TDZ) involving non-motorized transportation modes.
- b. Encourage local agencies and communities to adopt and implement “complete streets” plans and policies where appropriate.
- c. Express importance to regional non-motorized corridor development over local facilities.
- d. Express importance to projects that enhance access to the regional trail system and enhance its connectivity.
- e. Develop programs that support the region’s non-motorized and greenways development efforts, watershed protection and management, public health, active living and vulnerable resident activities, economic development placemaking, and connection to other modes of transportation.

### **Performance Measures**

Percentage of regional non-motorized projects funded using federal transportation resources that appear in the regional non-motorized plan.

### **Policies and Practices**

Non-motorized projects must be in the non-motorized to be consider for federal funding.