

Tri-County Regional Planning Commission (TCRPC)

Non-Motorized Transportation Plan

Scope of Work Activities

Task 1. Development of Non-Motorized Transportation Plan (NMTP) Advisory Working Group

An Advisory Working Group of up to 20 members will be appointed by the TCRPC Capital Area Regional Transportation Study (CARTS) Committee. The Advisory Working Group will guide the development of the NMTP with additional input from TCRPC representatives, local advocates, and the general public. The Advisory Working Group may be comprised of representation from TCRPC membership, non-motorized advocacy groups, transit agencies, local colleges and universities, healthy living advocates, and others.

Task 2. Development of the NMTP Vision, Goals, Objectives, Policies and Performance Measures

During the initial meeting the Advisory Working Group will work to develop the NMTP vision, goals, objectives, and policies, in the context of existing plans and policies. The vision statement will outline the region's aspirations and will serve as a source of inspiration for the future. The goals will guide the region toward fulfilling that vision. The objectives will be more specific statements that define how goals will be achieved through policies, programs, and projects. The vision, goals, objectives, and performance measures will provide the overall roadmap for the NMTP.

Task 3. Review of Relevant Local Studies, Plans, & Policies

TCRPC staff will gather, review relevant local, neighboring community, county, and regional plans, studies, and policies related to the region's bicycling and walking environment. We will identify areas where goals, objectives, and policies could be added or enhanced to foster a safer and more efficient walking and bicycling environment.

Task 4. Existing Conditions Inventory & Assessment

Using gathered data TCRPC staff will update existing base maps depicting the current and committed pedestrian and bicycle networks. The base maps will include jurisdictional boundaries, transportation facilities, parks, waterbodies, major employers and schools.

Task 5. Opportunities & Constraints Analysis

The Opportunities & Constraints Analysis will help answer the questions of "What do we have?" and "What do we need?" Based on available data supplemented by field investigations where necessary, a review and assessment of the region's current walking and bicycling network will be developed. We will identify strengths, weaknesses, opportunities, and barriers, focusing on the following key aspects:

- Safety (including locations of bicycle/pedestrian-related collisions)
- Connectivity to destinations (including schools, parks, and major places of employment)
- Completeness of network
- Connections to transit (including the Amtrak station and CATA Downtown Center)
- Ability to serve the needs of different pedestrian and bicyclist types

Task 6. Network Development

Based on the vision, goals and objectives, current conditions and needs analysis, public and stakeholder input, and Advisory Working Group direction, an updated walking and bicycling network for the area will be developed. The recommended network will be categorized by facility type and may include sidewalks, crossing improvements, shared use paths, rail to trail facilities, bike lanes, bicycle boulevards, shared lane markings, cycle tracks (protected bike lanes), and other traditional and innovative facility types. The network will be developed with a variety of users in mind, and enhance local non-motorized connections. A general discussion of retrofit strategies and end of trip facilities (e.g., bike parking) will be included based on the field inventory.

Task 7. Cost Estimation

Cost improvements will be developed at the planning-level for the recommended pedestrian and bicycle improvements based on rough order of magnitude costs per pedestrian and bicycle facility type times length of proposed facility. Cost estimates will include planning-level contingencies for elements such as planning, design, engineering, permitting, and construction costs. Maintenance and operations cost options for each project will be developed using local and comparable experiences of per mile or per unit annual costs.

Task 8. Evaluation & Prioritization of Improvements

Recommended bicycling and walking improvements will be prioritized and submitted to the Advisory Working Group for review and comment. Evaluation criteria will be developed and approved early in the planning process so that all stakeholders are aware of the process by which improvements will be ranked. Developing criteria early will allow for a more objective ranking process.

Potential evaluation criteria include:

- Connectivity/Closure of critical gap
- Potential for mode shift
- Safety - Provides/enhances a Safe Routes to School connection
- Regional vs. Local facility
- Social Equity
- Cost

Task 9. Implementation Plan

Based on the results of the prioritization process, the Advisory Working Group will prepare a Phasing Plan based on the ranking outcome combined with:

- (a) funding availability and requirements,
- (b) other programmed transportation improvements and development projects, and
- (c) developing a system that grows rationally rather than as a series of disconnected pieces over time.

The Phasing Plan will recommend a ranking (early, subsequent, long-term) to accomplish a completed system over the next 20 years and a recommendation for projects to be included in the 2045 Regional Transportation Plan as approved by the TCRPC.

Task 10. Implementation

Upon inclusion in the 2045 Regional Transportation Plan, projects can be implemented using federal funding through the region's Transportation Improvement Program (TIP).