

Bicycle Committee Annual Report

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2010

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF BICYCLE AND PEDESTRIAN TRANSPORTATION





Message from the Secretary and NC Bicycle Committee Chair

In 2010, the Division of Bicycle and Pedestrian Transportation undertook a variety of initiatives in support of Gov. Bev Perdue and our department's shared overall goal of creating more sustainable and livable communities across North Carolina. The following pages highlight the important role bicycle and pedestrian investments continue to play in the creation of a diverse transportation network that increases mobility, enhances economic development and improves the overall quality of life for citizens across our state.

The Bicycle and Pedestrian Division awarded another round of funding through the Municipal Planning Grant Initiative, a program that seeks to help communities create safer and more pleasant environments for bicycling and walking, and improve non-motorized connectivity through the development of bicycle and pedestrian plans. Twelve municipalities received more than \$300,000 in grant funding during the 2010 award cycle. The program was recognized on a state and national level for innovative planning in helping communities become more sustainable, receiving the Marvin Collins Outstanding Planning Award from the N.C. Chapter of the American Planning Association and the Transportation Planning Excellence Award from the Federal Highway and Federal Transit Administrations.

We also launched an updated and revised version of the Crash Data Tool, an online database that serves as an important resource for researchers and public officials who are interested in analyzing bicycle and pedestrian crashes in North Carolina. The new version has made data reporting faster and more efficient than ever before.

Additionally, this year marked the creation of the Lake Norman Regional Bicycle Plan. Representatives from surrounding counties and municipalities, along with special interest groups such as bicycle clubs and non-profit organizations, worked with NCDOT to finalize a route that circumnavigates the entire lake in 52 segments.

In 2010, the Division of Bicycle and Pedestrian Transportation continued to improve accommodations for bicyclists and pedestrians through projects like the construction of shared-use paths, wide-paved shoulders, bike lanes and sidewalks. The division also remains integrally involved in the creation and implementation of the department's Complete Streets policy, which ensures that all modes of transportation are considered in the planning stages of a project.

We thank the General Assembly for its continued support of these efforts. They play a critical part in our ongoing push for a safer, more efficient transportation network that fits the needs of all North Carolinians.

Sincerely,
Eugene A. Conti, Jr.
Secretary of Transportation

Hannah Cockburn
NC Bicycle Committee Chair



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What We Do:

- First established as the NC Bicycle Program in 1974 with just one staff member and no dedicated budget, the Division of Bicycle and Pedestrian Transportation (DBPT) has grown to a staff of ten with a budget of \$7 million annually.
- In the early years, efforts were mainly focused on the development of safety education programs and the designation and mapping of cross-state bicycle routes. While these are still important aspects of our program, activities now encompass a much broader range of bicycle and pedestrian planning, engineering, programming and project administration.
- Consisting of planners, engineers and support staff, DBPT works closely with other units of NCDOT and other state government agencies as well as regional and municipal staffs throughout the state. DBPT plays a role in revising DOT policies, guidelines and manuals that impact bicycle and pedestrian accommodations; participates in resolving complex bicycle and pedestrian design issues on major highway projects; and provides training and technical support to other DOT planning and design units. As a result, the incorporation of bicycle and pedestrian elements into the design and construction of highway projects on a more routine basis has provided many miles of improved facilities and is a cost-effective way to increase transportation options.

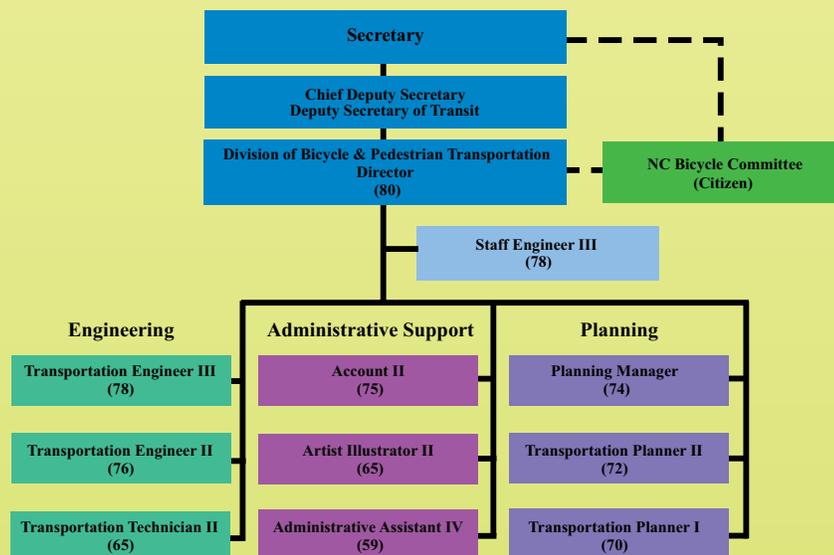


North Carolina Transportation Hall of Fame Founders' Award



The Federal Highways Administration Environmental Excellence Award

Division of Bicycle & Pedestrian Transportation Organizational Chart





ENGINEERING: The Division’s Engineering Unit consists of a supervisor and two design engineers. The unit prepares plans for bicycle and pedestrian construction projects scheduled in the Transportation Improvement Program. In addition, the engineering unit oversees implementation of TIP projects from the initial feasibility study through each phase of preconstruction. Using the latest in design technology and equipment, the engineering unit prepares plans, profiles, cross-sections, specifications and estimates for complex on-road and off-road bicycle facility projects. The unit also reviews and approves greenway and pedestrian design plans prepared by localities.



*Bessemer City Pedestrian Plan
2010 Outstanding Planning Award
- Honorable Mention*

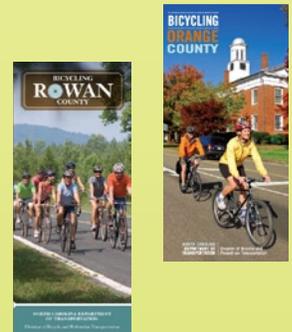
PLANNING: The Division’s Planning Unit consists of a program manager, planner II, and planner I. The Planning Unit focuses on a variety of initiatives to enhance bicycling and walking as viable transportation options. Activities include administering the development of local comprehensive bicycle and pedestrian plans; selecting and scheduling new bicycle and pedestrian projects for the Transportation Improvement Program; providing technical assistance to localities; researching and analyzing data; and coordinating with the Division of Highways to identify bicycle and pedestrian accommodations that may be needed as incidental elements of planned roadway improvement projects throughout the state.



Bicycle Rodeo

SAFETY & EDUCATION: Long known as a national leader in bicycle safety education, the Division now fosters a broad range of both bicycle and pedestrian safety initiatives. Through the NC State Institute for Transportation Research and Education and UNC Highway Safety Research Center, DBPT develops and implements new safety programs; creates and distributes materials; provides support to community initiatives; trains teachers; conducts media awareness campaigns; and promotes safe bicycling and walking. In addition, DBPT conducts bicycle and pedestrian planning and design workshops for state and local engineers, planners and municipal officials.

MAPPING & SIGNING: The Division published its first bicycle map in 1976, showing the 700-mile Mountains to Sea route from Murphy to Manteo. Since that time, the system of mapped and signed cross-state, urban, local and regional bike routes has grown to cover more than 5,000 miles and is the largest mapped and signed bike route system in the USA.

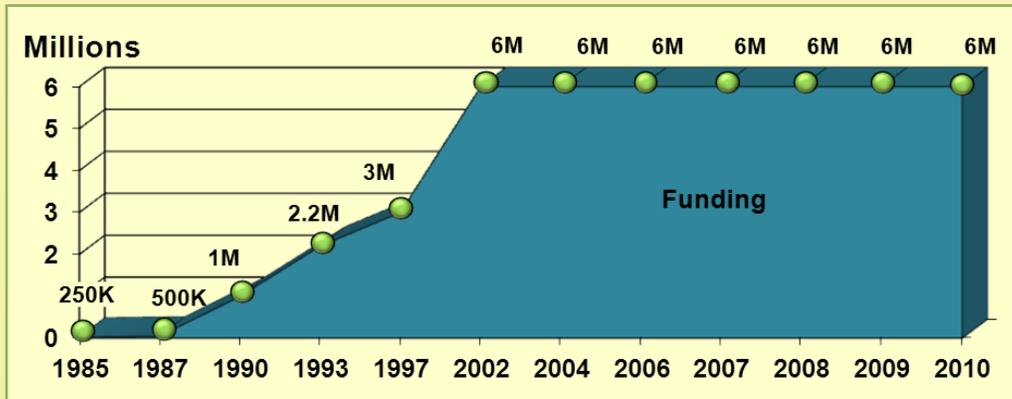


2010 County Maps

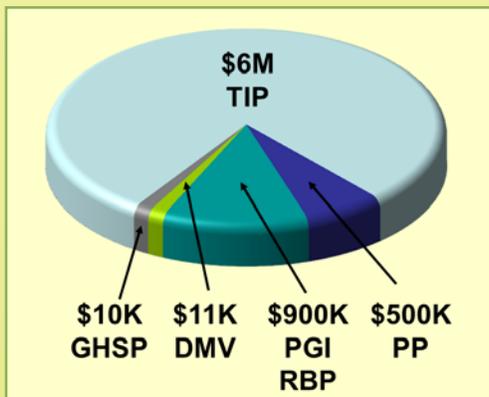


DIVISION OF BICYCLE & PEDESTRIAN *Annual Budget 2010*

Independent Bicycle/Pedestrian TIP Funds 1985 - 2010

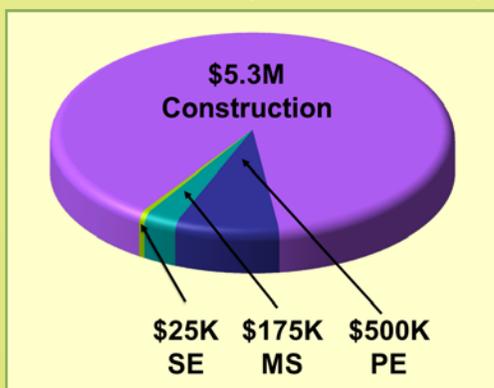


Distribution of Annual Budget



- TIP - \$6M Total
 - Federal Independent Bike/Ped TIP (STP-E) - \$4.8M
 - State Hwy - \$1.2M
- Governor's Hwy Safety Program (GHSP) - \$10K
- Division of Motor Vehicle (DMV)
 - Specialized Plate \$11K
- Planning Grant Initiative (PGI) - \$400K
 - State - \$250K
 - Federal - \$150K
- Regional Bicycle Planning Funds (RBP) - \$500K
- Pedestrian Projects (PP)
 - Federal \$500K

Distribution of Annual Bicycle/Pedestrian STIP Independent Funds



\$6 Million Allocated For Independent Bicycle & Pedestrian STIP Projects

- Construction - \$5.3M
- Preliminary Engineering (PE) - \$500K
- Mapping & Signing (MS) - \$175K
- Safety Education (SE) - \$25K



2010 Crash Data Tool and Reports

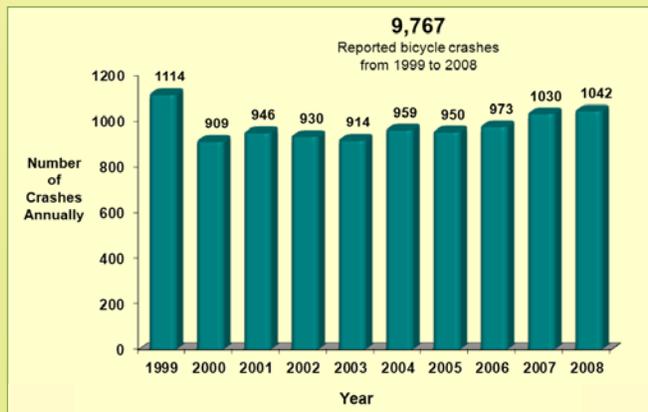
In the past, collecting and analyzing crash data was a difficult and time-consuming process because there was no central location for information on pedestrian and bicycle crashes. Thanks to the capabilities of technology and investment by the Division of Bicycle and Pedestrian Transportation, information from more than 9,000 recent bicycle and pedestrian crashes with motor vehicles has been compiled to create an interactive database that covers the whole state of North Carolina.

This unique resource is designed for researching and analyzing bicycle and pedestrian crash data in North Carolina. The data bank allows queries of the cross-tabulated information by city, county, state, and other variables. For example, you can create your own tables of crash facts related to age, gender, race, injury severity, type of roadway, and type of crash for both bicyclist and pedestrian crashes.

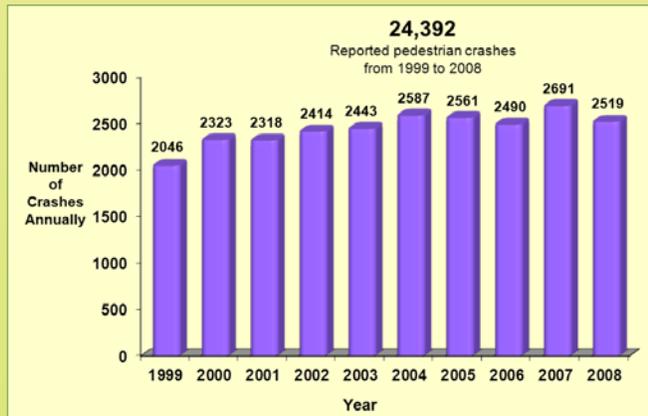
Created and housed at the University of North Carolina Highway Safety Research Center, this resource puts important data at the fingertips of planners, engineers, government officials, and citizens who are interested in analyzing bicycle and pedestrian crashes in their communities.



2010 Revised Crash Data Tool



DMV Bicycle Motor Vehicle Crashes



DMV Pedestrian Motor Vehicle Crashes

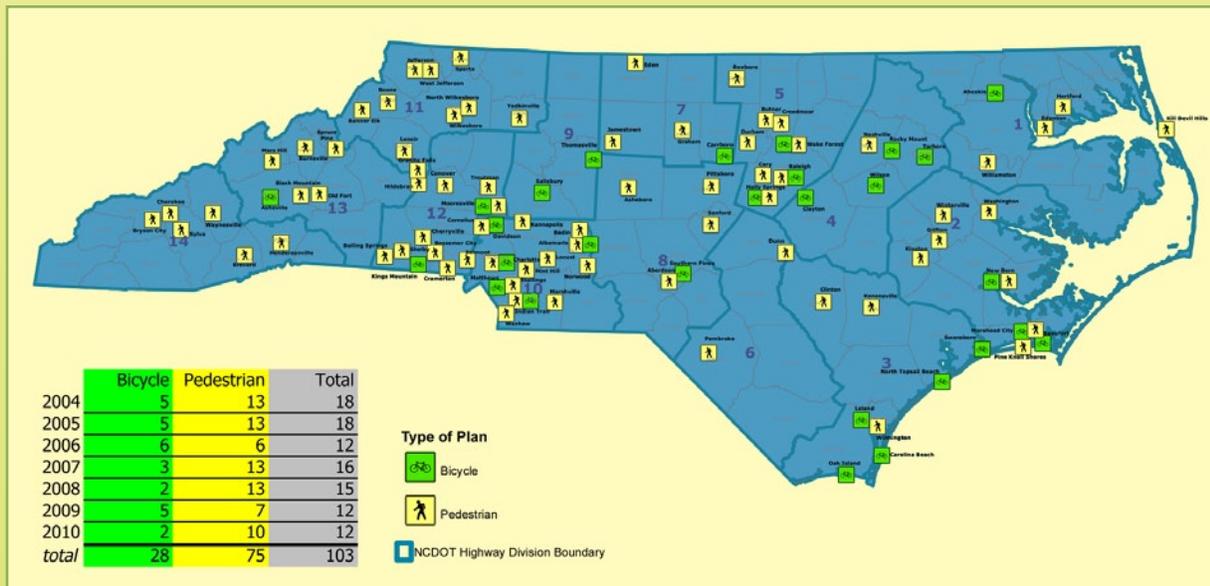


Planning Grant Overview

- According to G.S. 136-66.2, Section 1, the General Assembly requires each municipality, with the cooperation of the Department of Transportation to develop a comprehensive transportation plan that will serve present and anticipated travel demand. In the development of this plan, consideration shall be given to all transportation modes including, but not limited to, the street system, transit, bicycle, pedestrian, and operating strategies. The Department of Transportation may provide financial and technical assistance in the preparation of such plans.
- The Bicycle and Pedestrian Planning Grant Initiative was created in January 2004 to encourage municipalities to develop comprehensive bicycle plans and pedestrian plans. Funding for the program comes from an Expansion Budget Request approved by the General Assembly in 2003.
- Over the previous grant cycles, 278 municipalities have applied for funding. To date, a total of \$2,595,618 has been allocated to 103 municipalities through this grant program. The average grant amount is \$25,000.

Bicycle and Pedestrian Planning Grant Award 2004 - 2010

- A total of \$2,595,618 has been allocated to 103 municipalities through this grant program
- 12 municipalities received a total of \$327,100 during the 2010 award cycle





Recognized for Leadership in Innovative Planning

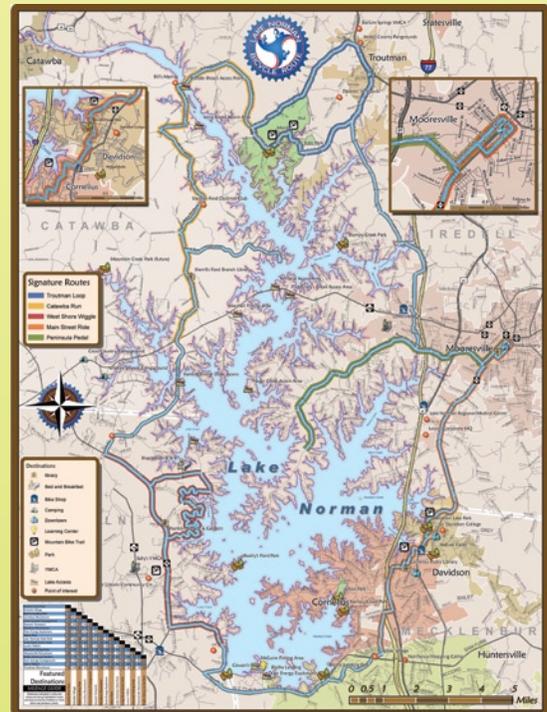
- NCDOT’s Division of Bicycle and Pedestrian Transportation and Transportation Planning Branch received the 2010 Marvin Collins Award in the “Implementation of Multi-jurisdictional Projects” category for its Municipal Bicycle and Pedestrian Planning Grant Initiative. The award was given for leadership of “outstanding initiatives to develop, plan and implement innovative transportation planning.” NCAPA awards represent the highest standards of achievement in the planning profession in North Carolina.
- Additionally, the Bessemer City Pedestrian Plan, funded by NCDOT’s planning grant initiative, received an Honorable Mention in the “Outstanding Planning Awards – Comprehensive Planning Small Community” category.



Bessemer City Pedestrian Plan

Lake Norman Regional Plan

- As a public project of regional scale, the Lake Norman Regional Bicycle Plan required public input from a broad cross-section of participants, throughout its various phases. The stakeholders, selected from the public sector, were from the four counties and the five municipalities surrounding Lake Norman. Also, special interest groups, such as bicycle clubs, non-profit organizations and civic groups, worked with NCDOT to set the overall goals, guiding policies and project strategy for the plan. The route circumnavigates the lake and contains 52 segments. To focus limited resources, the plan prioritized the segments and identified the sections that were easiest to build. An enduring organization led by the Council of Governments was created to sustain interest, coordinate activities and implement the plan over time.





STIP Projects

Independent bicycle and pedestrian projects across North Carolina are included in NCDOT's State Transportation Improvement Program (STIP) outlining transportation priorities for the next seven years.

Bicycle and pedestrian projects are divided into two categories, which determine the types of funds that may be available. Independent projects are those which are not related to a scheduled highway project. Incidental projects are those related to a scheduled highway project.

Independent Projects

- \$6 million is annually set aside for the construction of bicycle improvements that are independent of scheduled highway projects in communities throughout the state. These include shared-use paths, wide-paved shoulders, bridge improvements, intersection improvements, and other project types.

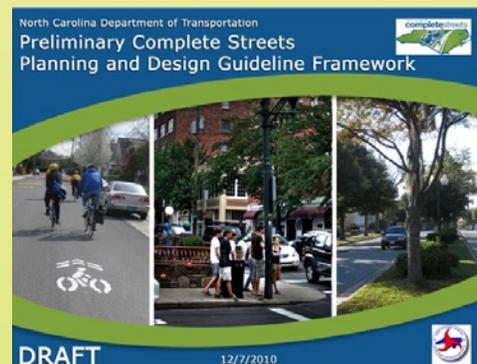
Incidental Projects

- Bicycle and pedestrian accommodations such as bike lanes, sidewalks, intersection improvements, widened paved shoulders and bicycle and pedestrian-safe bridge design are frequently included as incidental features of highway projects.

Complete Streets

The North Carolina Department of Transportation adopted a "Complete Streets" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under the new policy, the Department is to collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area.

The Complete Streets Policy expects NCDOT's planners and designers to consider and incorporate multi-modal alternatives into the design and improvement of all appropriate transportation projects within a growth area of a town or city unless exceptional circumstances exist.





NC Complete Streets Policy

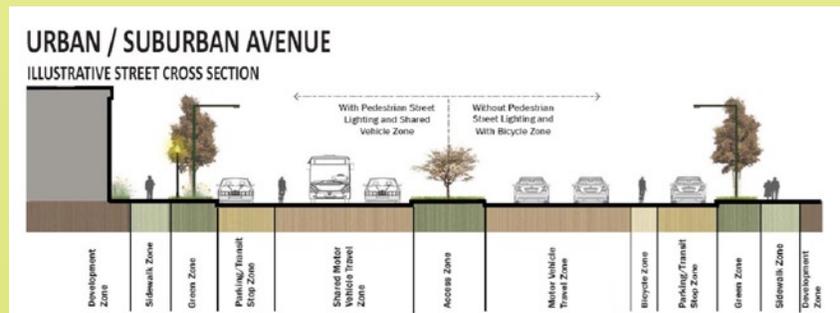
Definition: Complete Streets is North Carolina’s approach to interdependent, multi-modal transportation networks that safely accommodate access and travel for all users.

The North Carolina Department of Transportation, in its role as a steward over the transportation infrastructure, is committed to:

- providing an efficient multi-modal transportation network in North Carolina such that the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities are safely accommodated;
- caring for the built and natural environments by promoting sustainable development practices that minimize impacts on natural resources, historic, businesses, residents, scenic and other community values, while also recognizing that transportation improvements have significant potential to contribute to local regional, and statewide quality of life and economic development objectives;
- working in partnership with local government agencies, interest groups and the public to plan, fund, design, construct, and manage complete street networks that sustain mobility while accommodating walking, biking, and transit opportunities safely.

The Benefits of this New Approach Include:

- Making it easier for travelers to get where they need to go;
- Encouraging the use of alternative forms of transportation;
- Building more sustainable communities;
- Increasing connectivity between neighborhoods, streets, and transit systems;
- Improving safety for pedestrians, cyclists, and motorists.





North Carolina Bicycle Committee

Established by the North Carolina General Assembly in 1977, the North Carolina Bicycle Committee was the nation's first legislated, state-level citizens' committee. The current, formally appointed Committee, composed of seven members from various areas of the State, replaced an ad hoc committee that had served the state from 1974 to 1977.

Each committee member represents two of the state's 14 highway divisions. The Secretary of Transportation appoints members to represent a complete range of bicycle concerns and interests. The group meets periodically to discuss, resolve, and recommend to the Secretary actions on bicycle projects and issues. Each year since 1985, the Committee has been responsible for recommending to the Board of Transportation for their consideration and adoption a four-year schedule of funding for bicycle improvement projects.

Since its inception, the Bicycle Committee has helped create the foundation from which the state's response to bicycling has grown. The Committee's efforts have focused on promotions that include education, awareness, share-the-road, and enforcement. In addition, the Committee played a key role in the 1978 development and 1991 revision of the NCDOT Bicycle Policy, the development of facility design guidelines, and the development of state government bicycle initiatives. For an in depth view of the committee minutes go to, www.ncdot.gov/bikeped/about/bikecommittee/default.html.

2010 Bicycle Committee Goals

- Goal 1:** Improve bicycle planning and encourage multi-modal planning across the state
1. Expand and evaluate the Planning Grant Program
 2. Develop a process to meet the planning needs of small communities
 3. Support planning resources development by advocating for additional future funds
 4. Mainstream bicycle planning through coordination and integration into all transportation planning processes
- Goal 2:** Improve Committee communication with constituents, Board of Transportation and DOT management
1. Engage advocacy groups and local and regional government agencies
 2. Foster working relationship with Division Engineers, MPOs and RPOs
 3. Advocate with Board of Transportation members and members of the NCDOT Transformation team
 4. Develop presentation materials and seek opportunities to present at conferences and workshops
 5. Develop interface with health community and economic development community; support and interface with Healthy Environment Community Initiative
- Goal 3:** Initiate a comprehensive bicycle/motor vehicle ("Share the Road") awareness and education campaign
1. Conduct attitude survey
 2. Develop a multi-year business plan and secure funding
 3. Engage partners and resources to implement plan
 4. Measure effectiveness





NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF BICYCLE AND PEDESTRIAN TRANSPORTATION

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