



NORTH CAROLINA

Department of Transportation



Multimodal Innovations Webinar Series

December 15, 2020

Multimodal Innovations Webinar Series



2020

Oct. 21

Wilson and Via launch RIDE – a new microtransit service (*recording is available*)

Nov. 12

The Bicycle and Pedestrian Explosion in COVID: What is the data showing and how can we maintain it?

Dec. 15

Non-Motorized Policies and Programs – How are we doing and how do we compare with other states?

2021

Jan. 26

S-Line: Leveraging new rail access and transit-oriented development to spur economic growth

Feb. 23

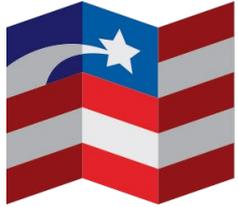
Charlotte Gateway Station: Learn how to develop an iconic multimodal station at any scale

Today's Speakers



- **Scott Goldstein**, Deputy Director for Transportation with Smart Growth America and Policy Director for Transportation for America (a program of Smart Growth America) will discuss anticipated multimodal priorities of the Biden Administration and the national perspective on complete streets policy trends.
- **Lauren Blackburn** and **Kara Peach** from the consulting firm VHB will provide study outcomes and recommendations from an FHWA project to support integrating multimodal projects into transportation plans while looking at how North Carolina compares to the states of Florida, Ohio and Virginia.
- **Srinivas Pulugurtha** and **Suzanne Leland** who are members of a research team from UNC-Charlotte will discuss results from a recent study to evaluate bicycle and pedestrian policies and practices among municipal, county and regional governments across North Carolina, as well as an evaluation of how NCDOT compares to a dozen other state DOTs.





Transportation
for America

Another Way to Get from Here to There: IMD

Innovation & Technology Webinar Series

Non-Motorized Policies and Programs

December 15, 2020



About Transportation for America

We are a nonprofit alliance of elected, business and civic leaders from communities across the country.

We support moving people, safely and affordably, to jobs and services by multiple means of travel with minimal impact to communities and the environment.

We do this through advocacy, technical assistance, research and analysis.

Agenda

- Review election outcome
- Major upcoming transportation legislation
- Impact of the president-elect
- Trends in complete streets
- Crisis facing public transit
- Actions you can take

Election results: President

President-elect Joe Biden:

- His “[Build Back Better](#)” plan offers indication that his administration plans to support transit and “Amtrak Joe” is known to support passenger rail

- **Transit:** Provide every American city with 100,000 or more residents with high-quality, zero-emissions public transportation options through flexible federal investments with strong labor protections that create good, union jobs and meet the needs of these cities – ranging from light rail networks to improving existing transit and bus lines to installing infrastructure for pedestrians and bicyclists.

- Selections for the [DOT transition team](#) also make us optimistic
- Yet [we rated](#) the Biden-Sanders “Unity Task Force” infrastructure plan poorly

Election results: House of Representatives

Slim Democratic majority.

Members in both parties critical to our efforts won re-election:

- **Rep. Peter DeFazio**(D, chair of the House Transportation and Infrastructure Committee)
- **Rep. Jesús “Chuy” García**(D, founding co-chair of the Future of Transportation Caucus)
- **Rep. Ayanna Pressley**(D, founding co-chair of the Future of Transportation Caucus)
- **Rep. Mike Gallagher**(R, member of House T&I, supporter of maintenance requirement for highway program in the INVEST Act)
- **Rep. Rodney Davis**(R, Ranking Member of House T&I committee Highways and Transit subcommittee)

Election results: Senate

Control of the Senate is in flux, but majority will be slim.

- Transportation is *not* a partisan issue in the Senate: [both sides support the status quo](#)
- We ranked the Senate's bipartisan reauthorization bill [very poorly](#), especially compared to the House's terrific bill

 Transportation for America	House bill	Senate bill
Maintenance Does it cut the maintenance backlog in half?	✓	X
Speed Does it address speed as a major cause of roadway crashes?	✓	X
Access Is it organized around connecting people to jobs and services?	✓	X

What is coming next in transportation policy

- **Legislative:**
 - Potential stimulus with at least \$32 billion in emergency relief for public transportation
 - Surface transportation reauthorization
 - FY21 & FY22 appropriations
- A lot of work remains to pass stimulus and infrastructure we can support
 - Stimulus must be well designed, not an infusion of funding into the status quo
 - To fundamentally change transportation, we need to rewrite the federal program itself: not pump more money into a broken system

Reauthorization

- Congress extended the FAST Act by one year (9/30/21)
 - We must engage now, and further extensions are possible
- **House:** we hope to build on the the INVEST Act
 - fund transit & highways equally
- **Senate:** uphill battle to reform its reauthorization proposal

Transportation Authorization

We do not have a
funding problem

We have a
policy problem



PRINCIPLE #1

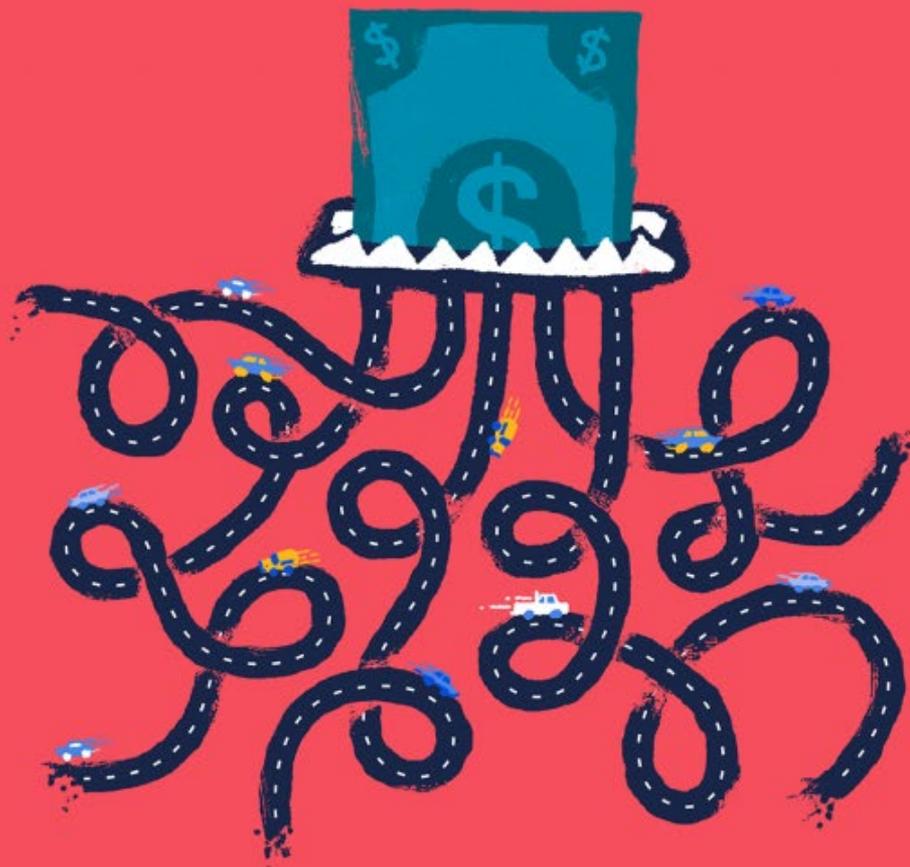
Prioritize maintenance

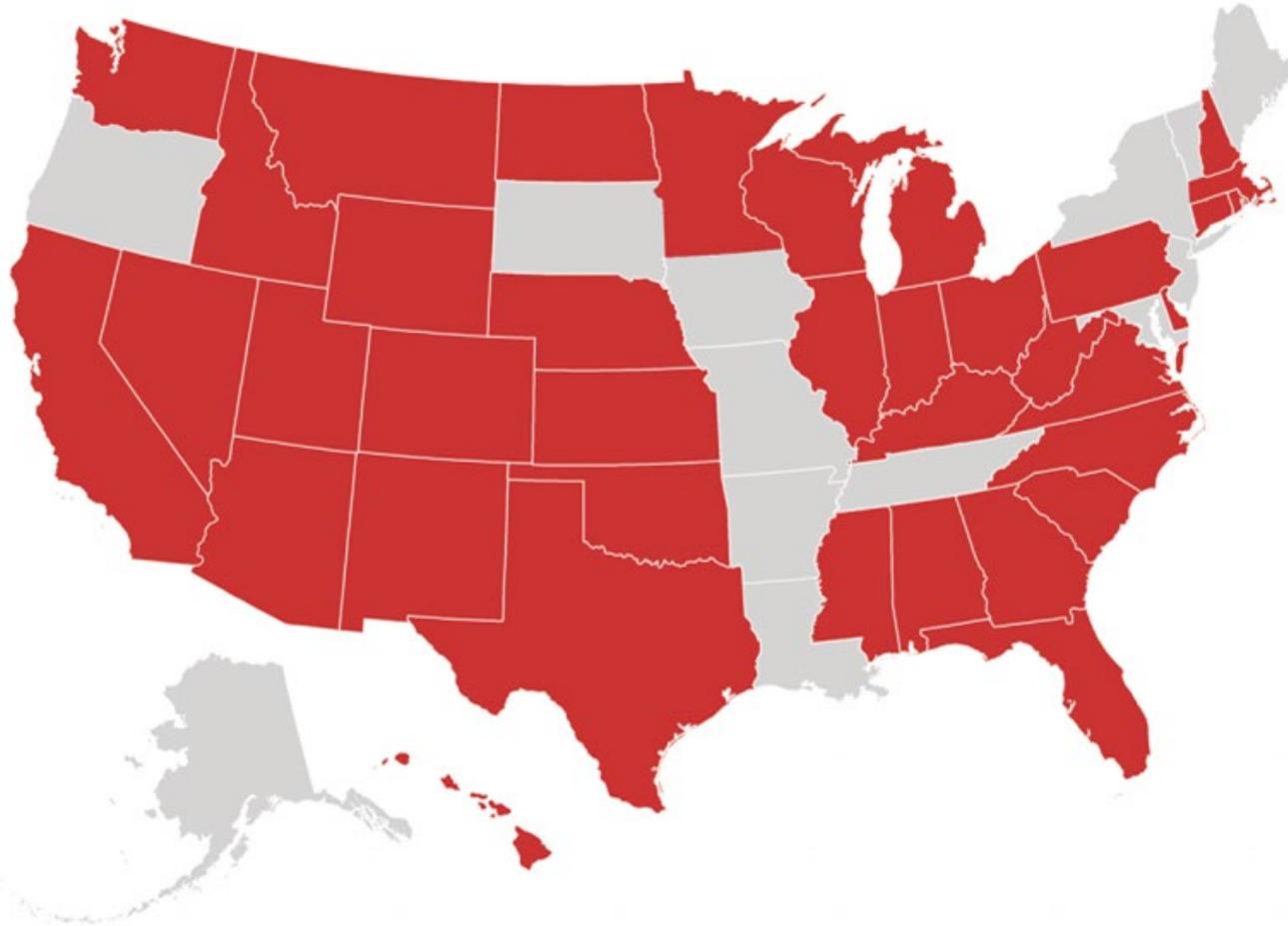
Cut the road, bridge, and transit maintenance backlog in half by dedicating formula highway funds to maintenance.

Did you know: States are permitted to neglect their basic maintenance needs in order to expand their roadway systems—and then rewarded with more funding.



www.t4america.org/platform





37 states saw an **increase** in the percentage of roads in poor condition between 2009 - 2017

PRINCIPLE #2

Design for safety over speed

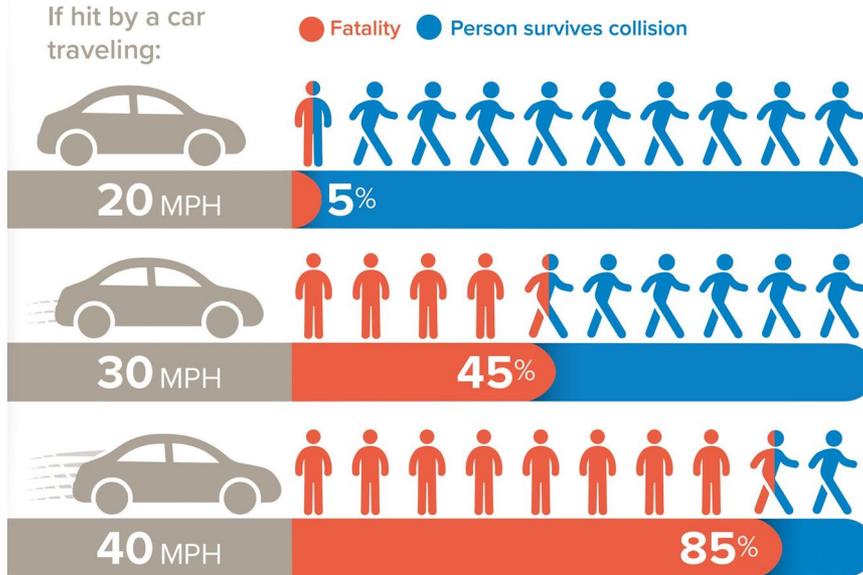
A serious effort to reduce deaths on our roadways requires slower speeds on local and arterial roads. The federal program should require designs and approaches that put safety first.



www.t4america.org/platform

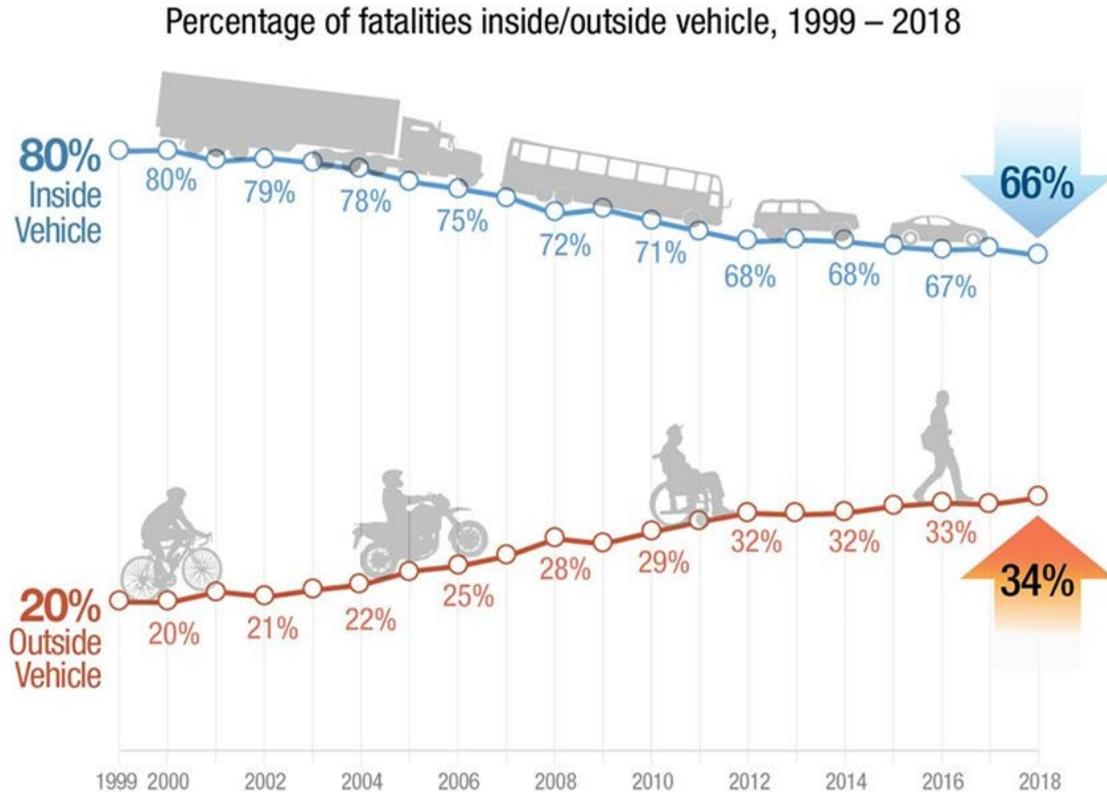
Dangerous to be a pedestrian

You can't prioritize both safety and speed



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf>

Roadway users outside of vehicles account for an increasing share of roadway fatalities



Over the last two decades, the percentage of roadway fatalities occurring outside the vehicle—including pedestrians, pedal cyclists, and motorcyclists—has risen from 20% to 34%

Source: FHWA

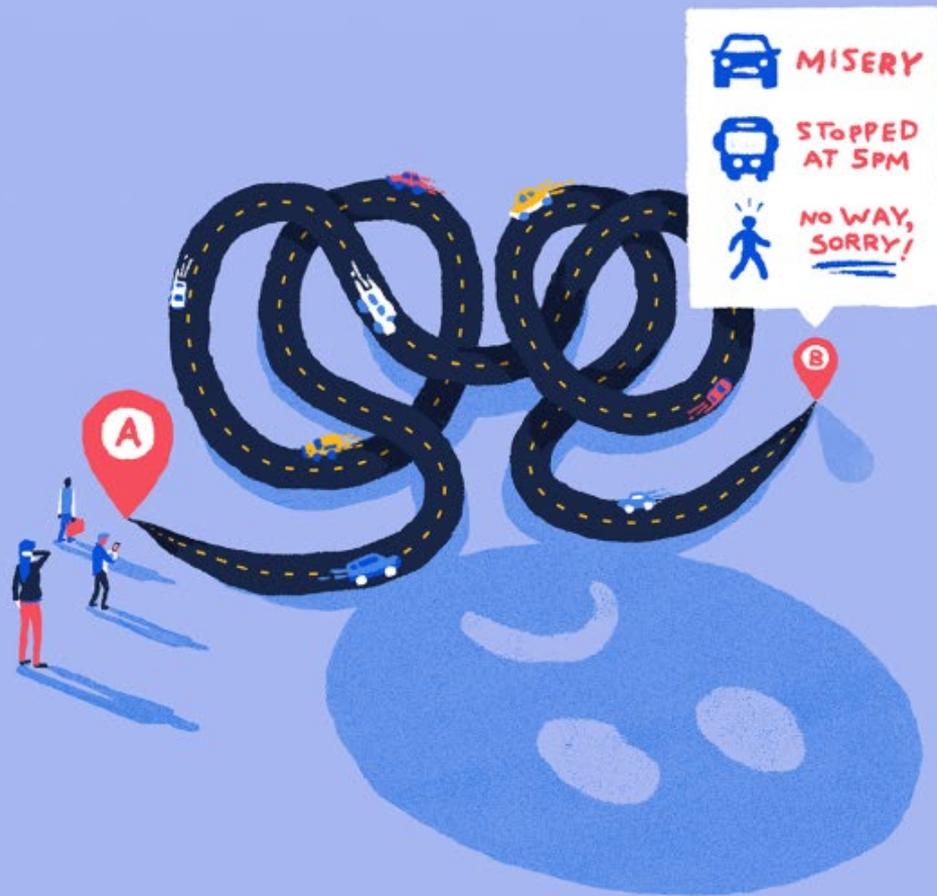
PRINCIPLE #3

Connect people to jobs and services

Don't focus on speed. Instead, determine how well the transportation system connects people to jobs and services, and prioritize the projects that will improve those connections.



www.t4america.org/platform



More highways, more driving, more emissions

Induced demand

How highway expansion actually creates more traffic



Government invests millions in expanding the highway to “alleviate” congestion.



Miles driven per person grew by **20%** in the 100 largest urbanized areas in the U.S.

1993: miles traveled per day **21**

2017: miles traveled per day **25**



Adding capacity is failing to produce results

Freeway capacity grew faster than population, yet delay exploded



42%



32%



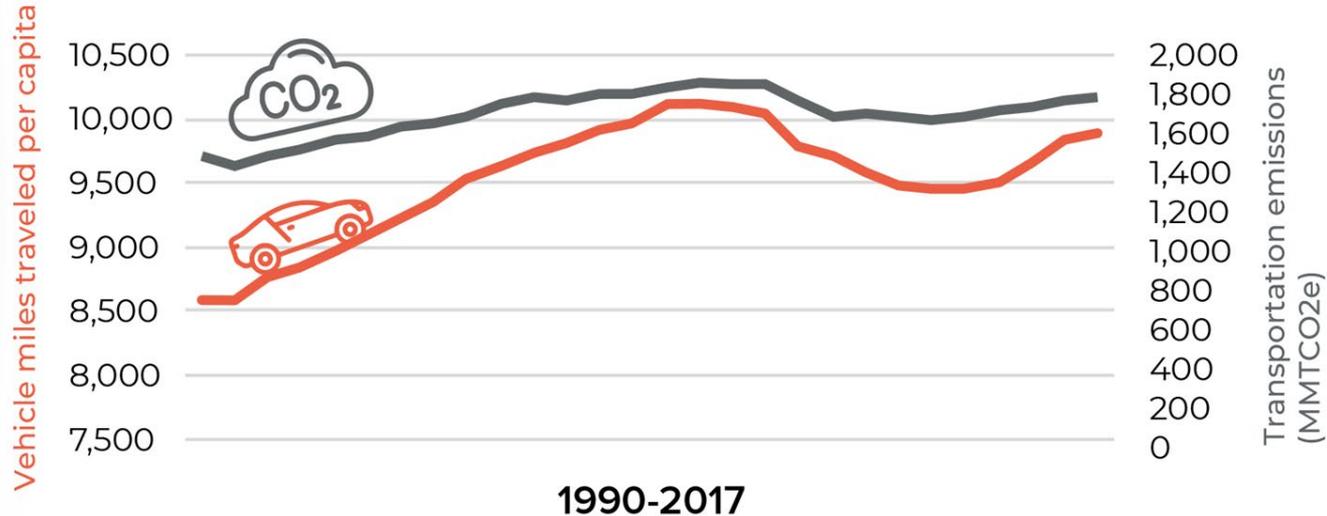
144%

Change in freeway lane-miles, population growth, and annual hours of delay in the largest 100 urbanized areas from 1993-2017. Delay is defined as extra time spent traveling at congested rather than free-flow speeds. While FHWA only provides data on lane-miles of freeway, TTI's delay metrics capture both freeways and arterial roads.

Emitting more because we're driving more



Driving is directly connected to how much we pollute



Vehicle miles traveled per capita and transportation emissions, 1990-2017
Data from Eno Center for Transportation and U.S. EPA

Stimulus

- **Senate:** Senate Republicans released their COVID-19 relief proposal: the HEALS Act
 - Zero emergency funding for transit
 - Zero emergency funding for passenger rail
 - \$10 B emergency support for airports
- **House:**
 - May: HEROES Act with \$15 billion for transit.
 - October: HEROES Act 2, with \$32 billion for transit
- **Bipartisan Group**
 - \$908 billion with \$15 billion for transit
- Next steps are unclear. Negotiations between Congress and White House have restarted yet disagreements remain and there is limited time.

Big election takeaway: Legislative

The work continues and the strategy doesn't change.

We need to educate House & Senate members.

Build upon the INVEST Act, targeted & effective stimulus, and robust regular appropriations.

Executive

- New priorities
 - Reorient BUILD (formerly TIGER) towards multimodal projects
 - Passenger rail, including “corridors”
 - Public transit
 - Climate Change & Equity
- Opportunities for executive action
 - GHG performance measure
 - Equity criteria for investment
 - Improve safety by eliminating negative targets
- Bully pulpit

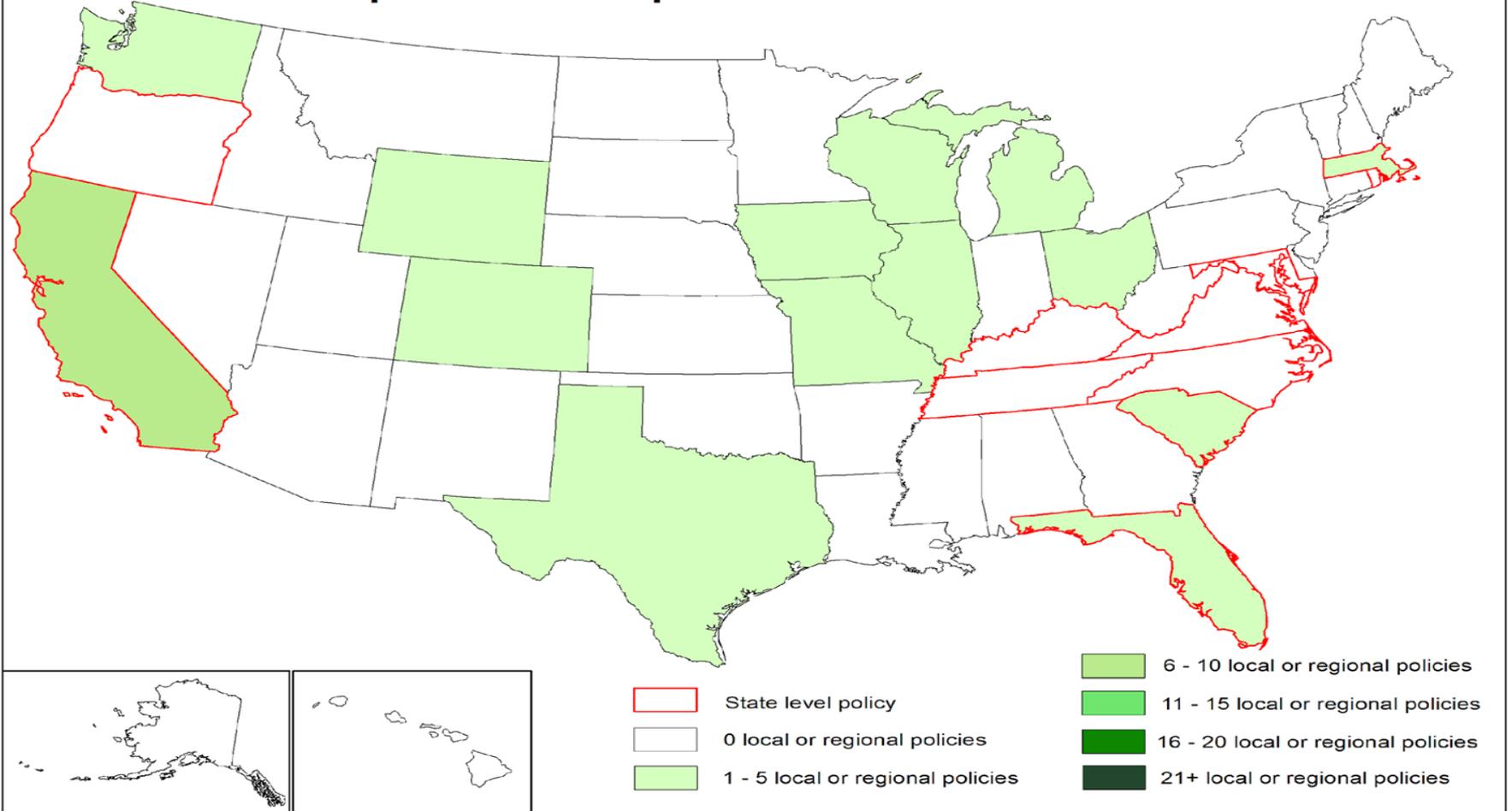
Complete Streets

- More than 1600 policies across the country.
- Since updating our framework in 2018 we've started to see more and more communities adopt policies that are stronger, more binding and which include accountable steps for implementation as well as address equity more explicitly in performance measurement, oversight, community engagement, and project selection.

Complete Streets Policies in the United States, 2006— 2018

Source: Smart Growth America. National Complete Streets Coalition. Policy Atlas. 2018;
<https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/policy-development/policy-atlas/>

Adoption of Complete Streets Policies 2006

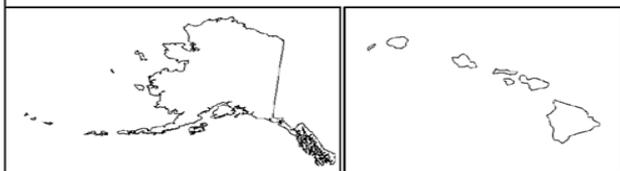


Adoption of Complete Streets Policies 2007

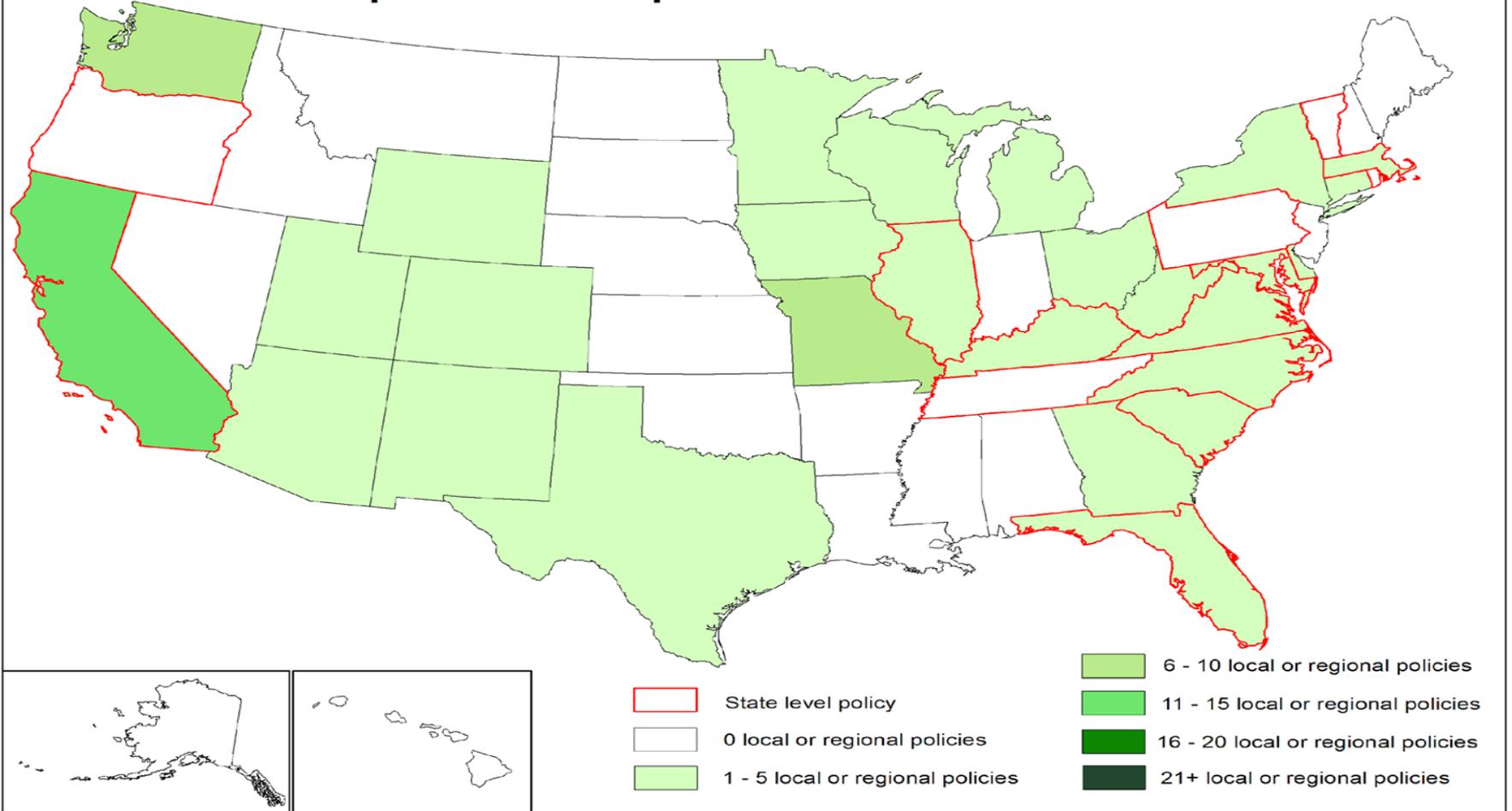


-  State level policy
-  0 local or regional policies
-  1 - 5 local or regional policies

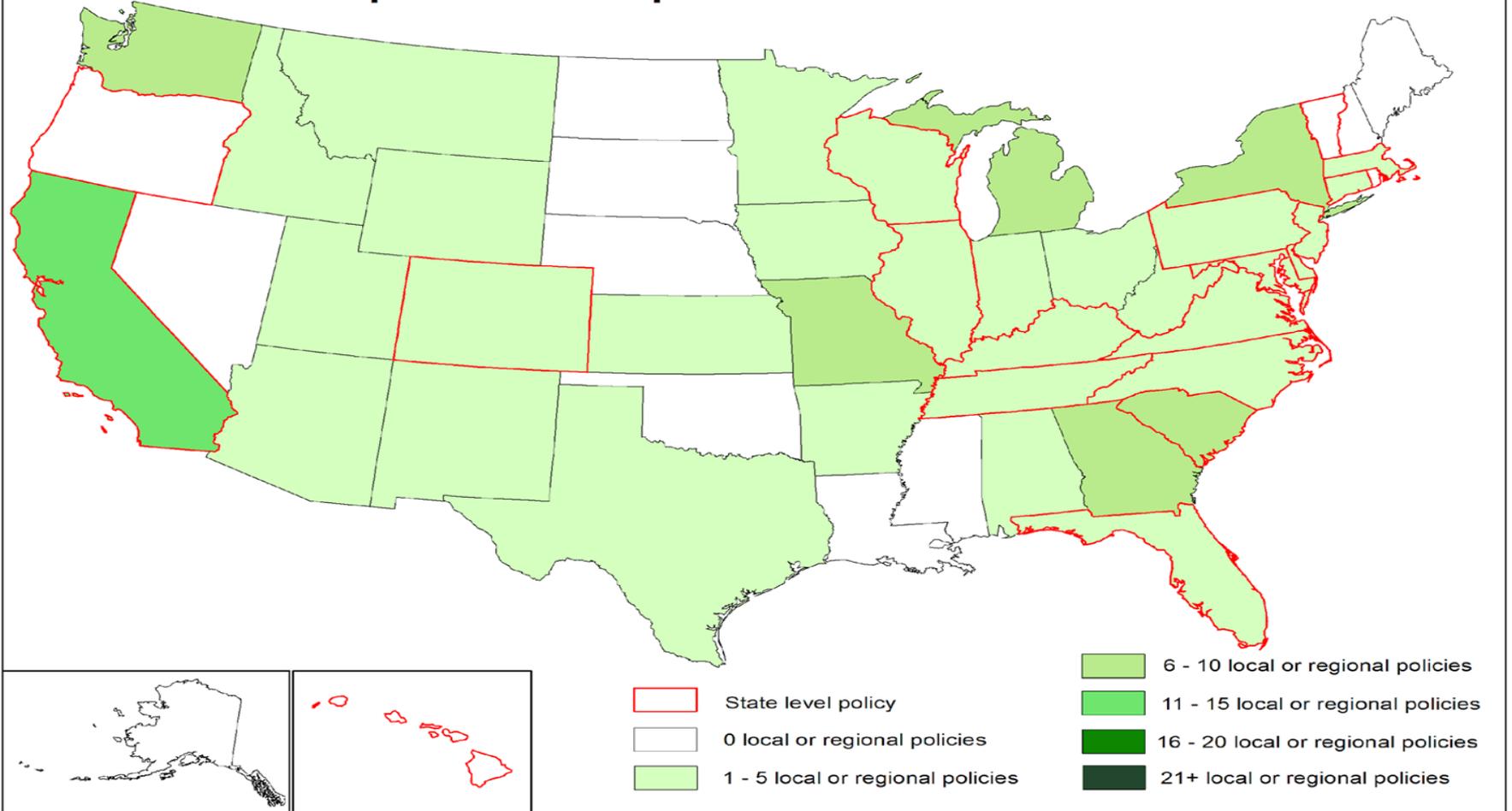
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-  21+ local or regional policies



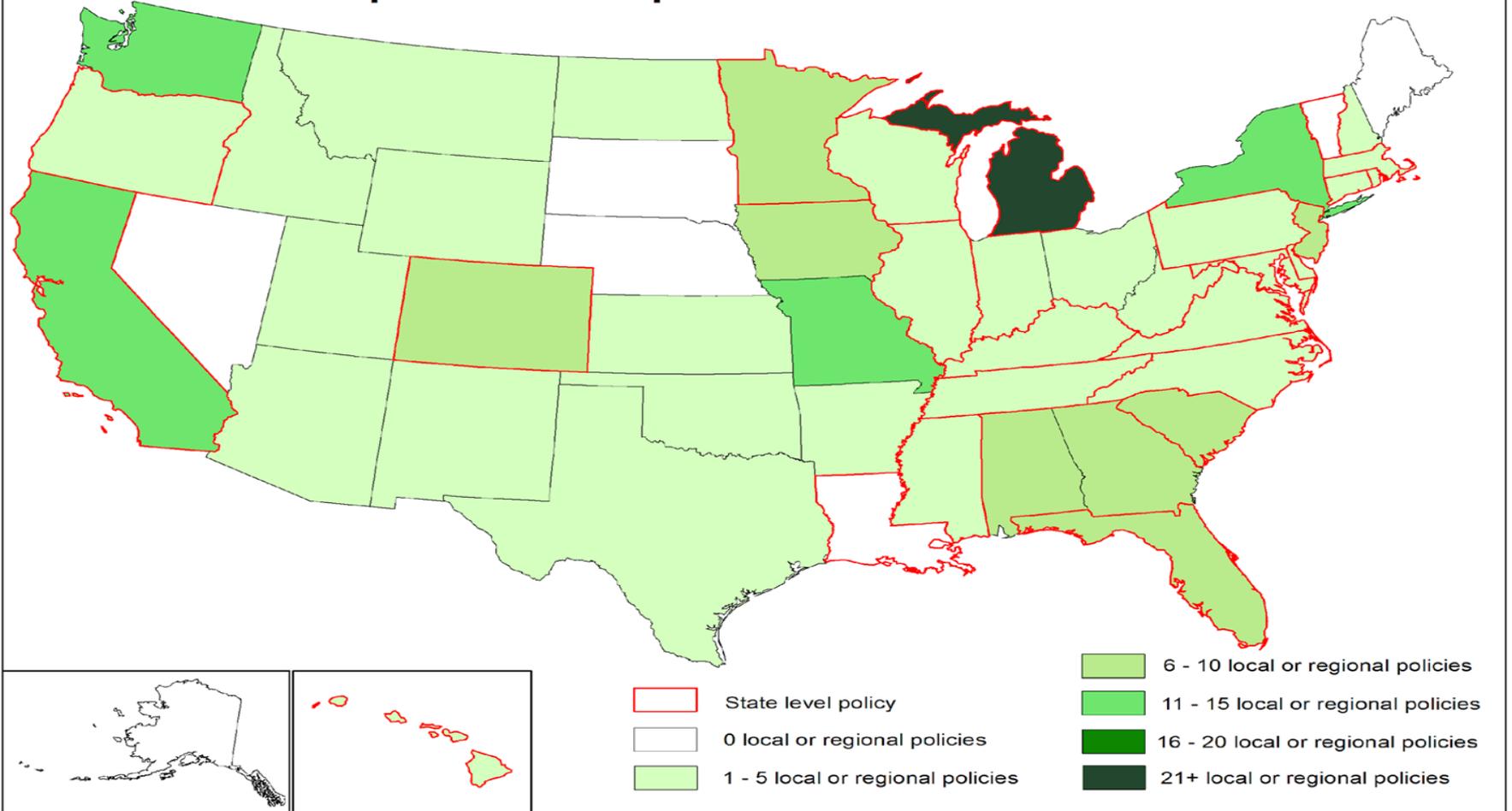
Adoption of Complete Streets Policies 2008



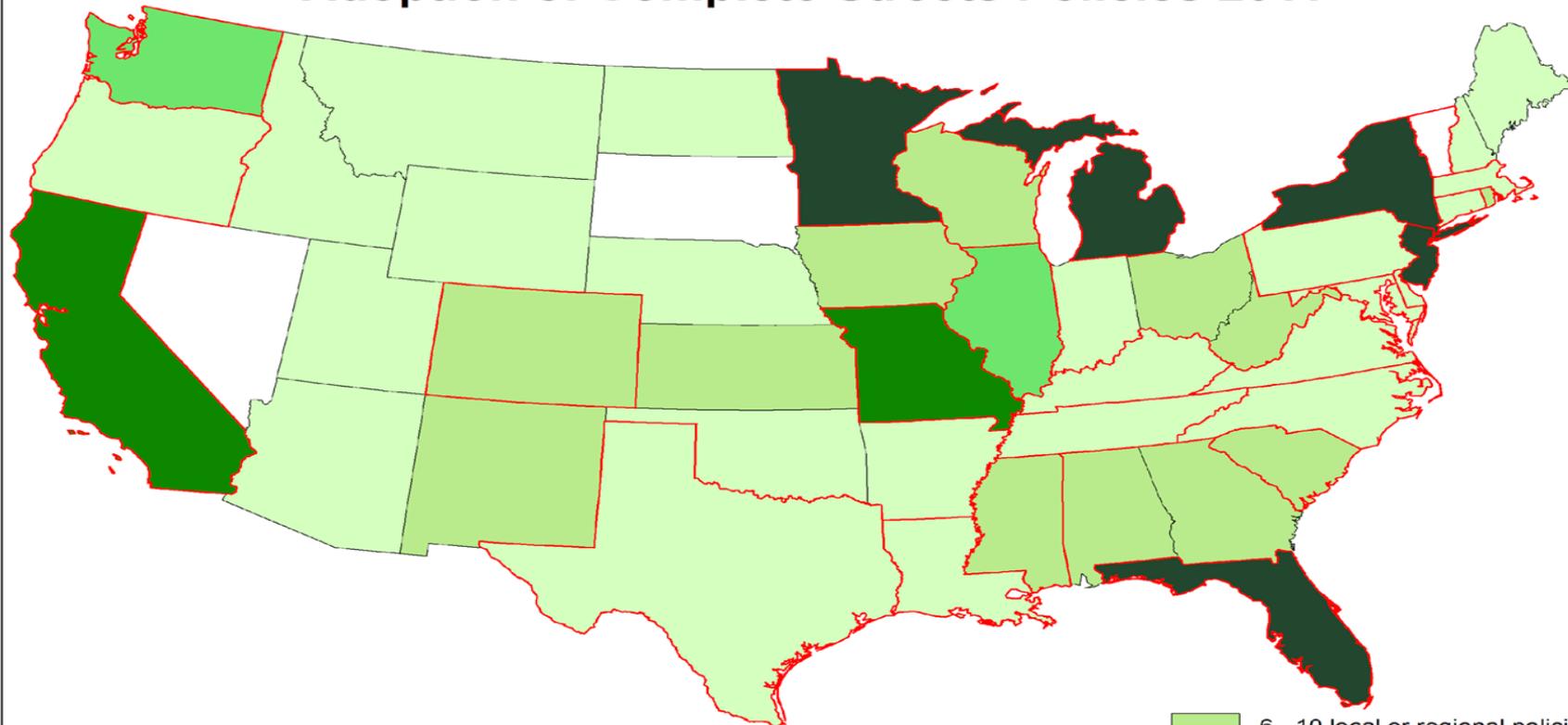
Adoption of Complete Streets Policies 2009



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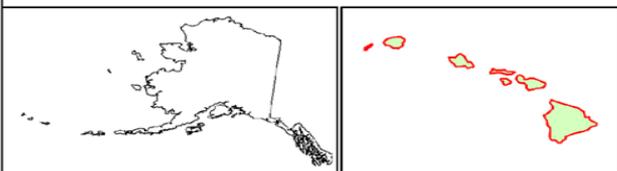


Adoption of Complete Streets Policies 2011

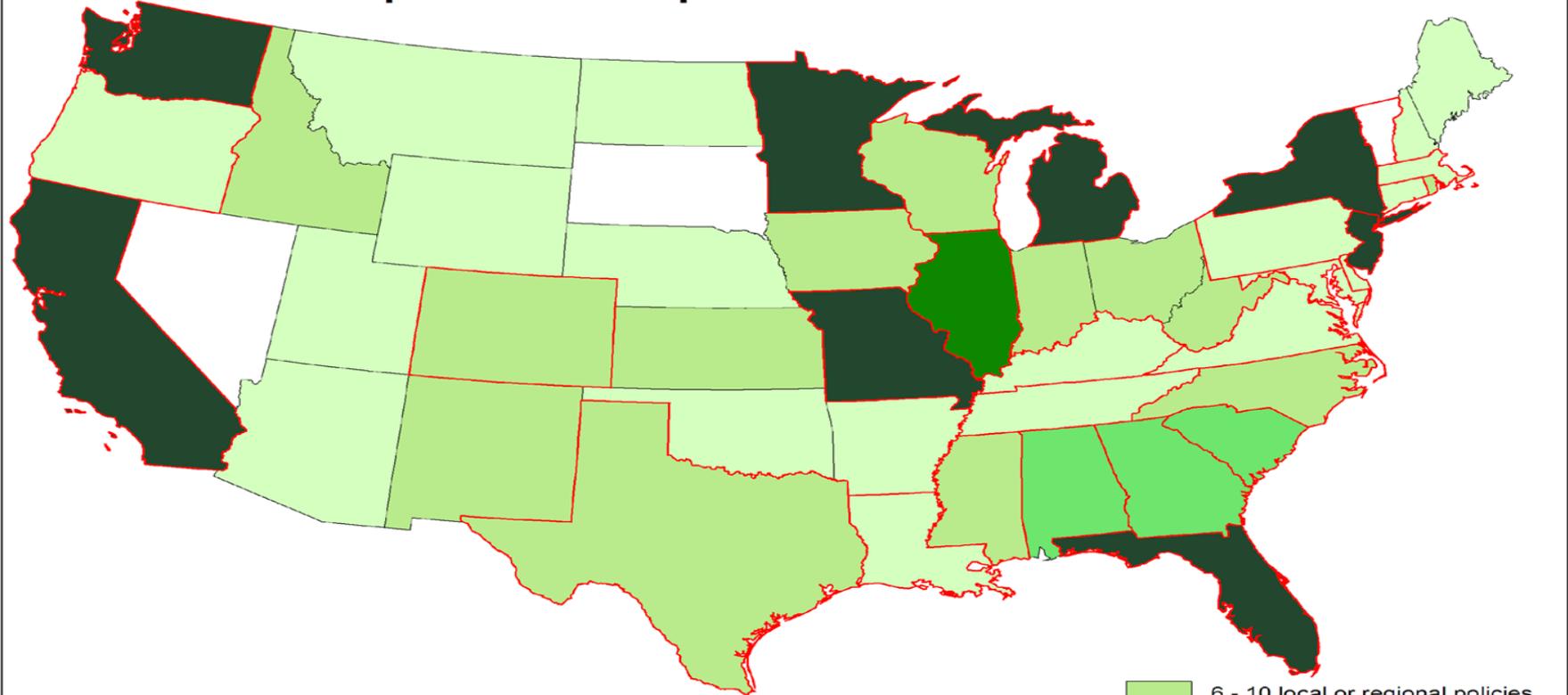


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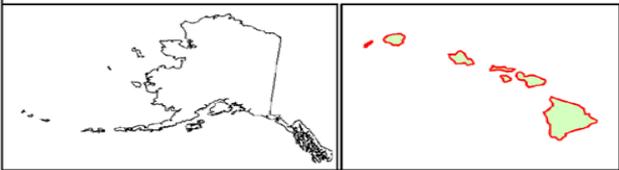


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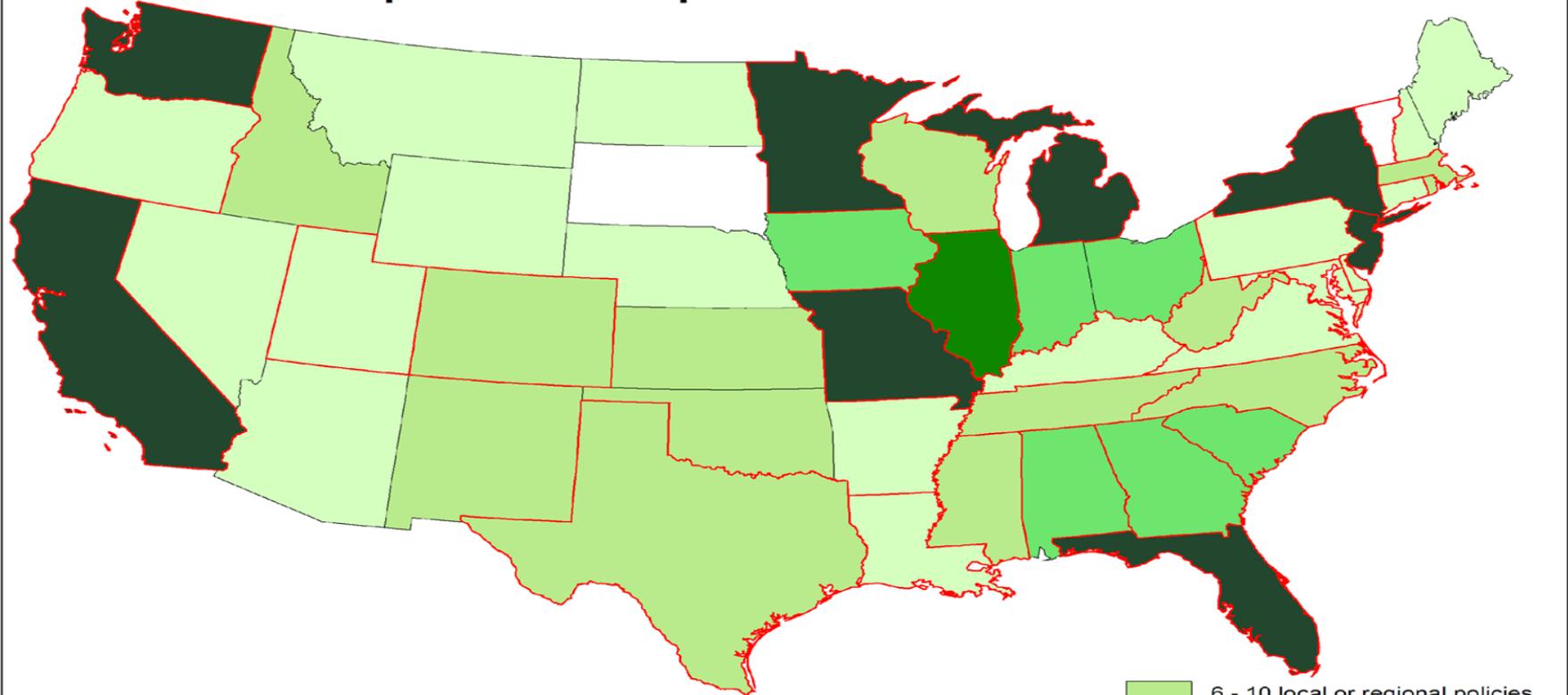


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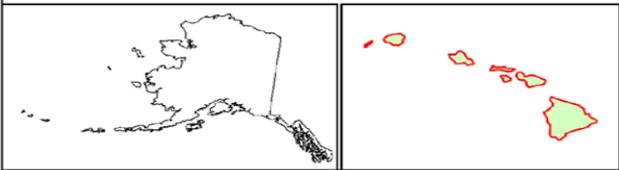


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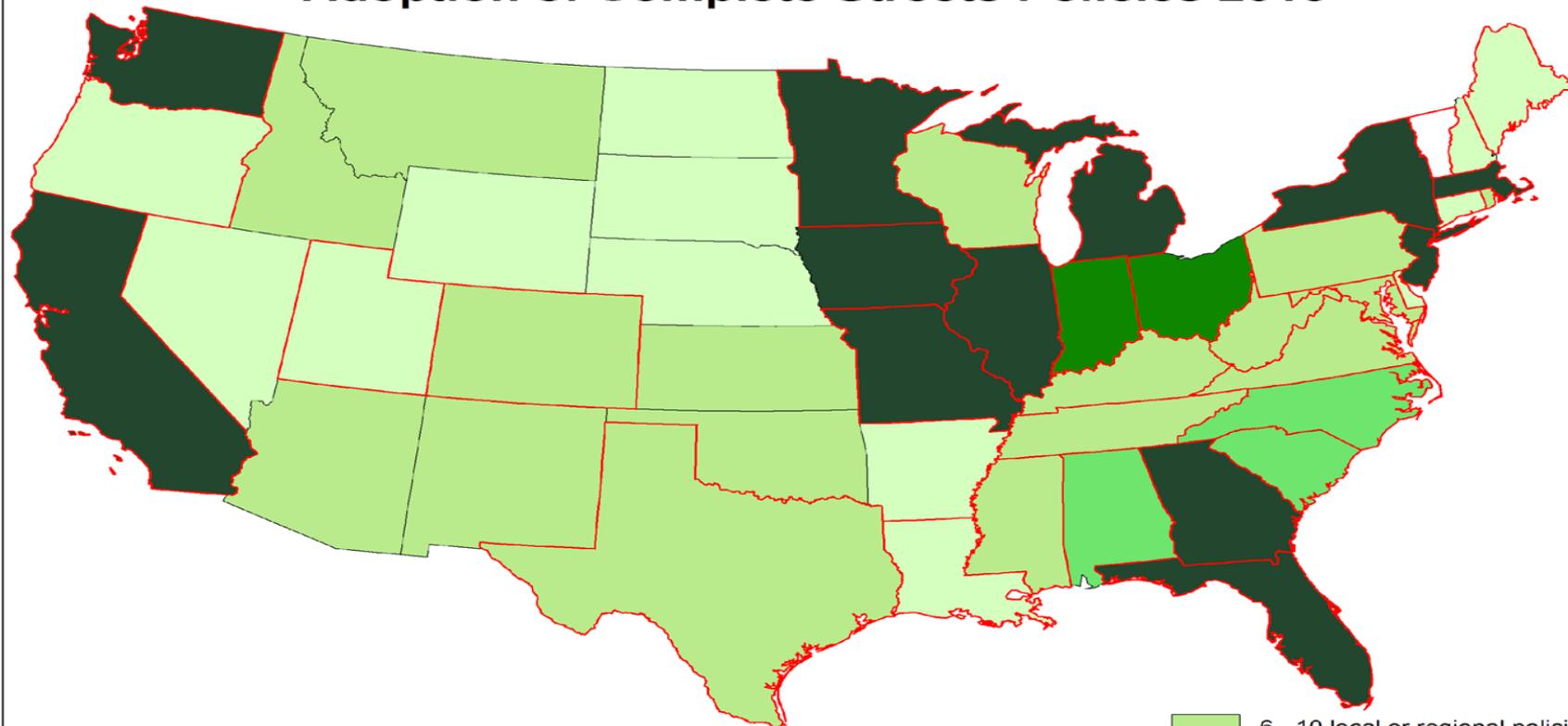


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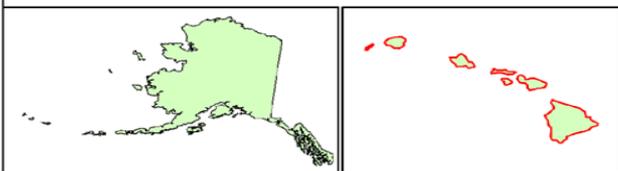


Adoption of Complete Streets Policies 2015

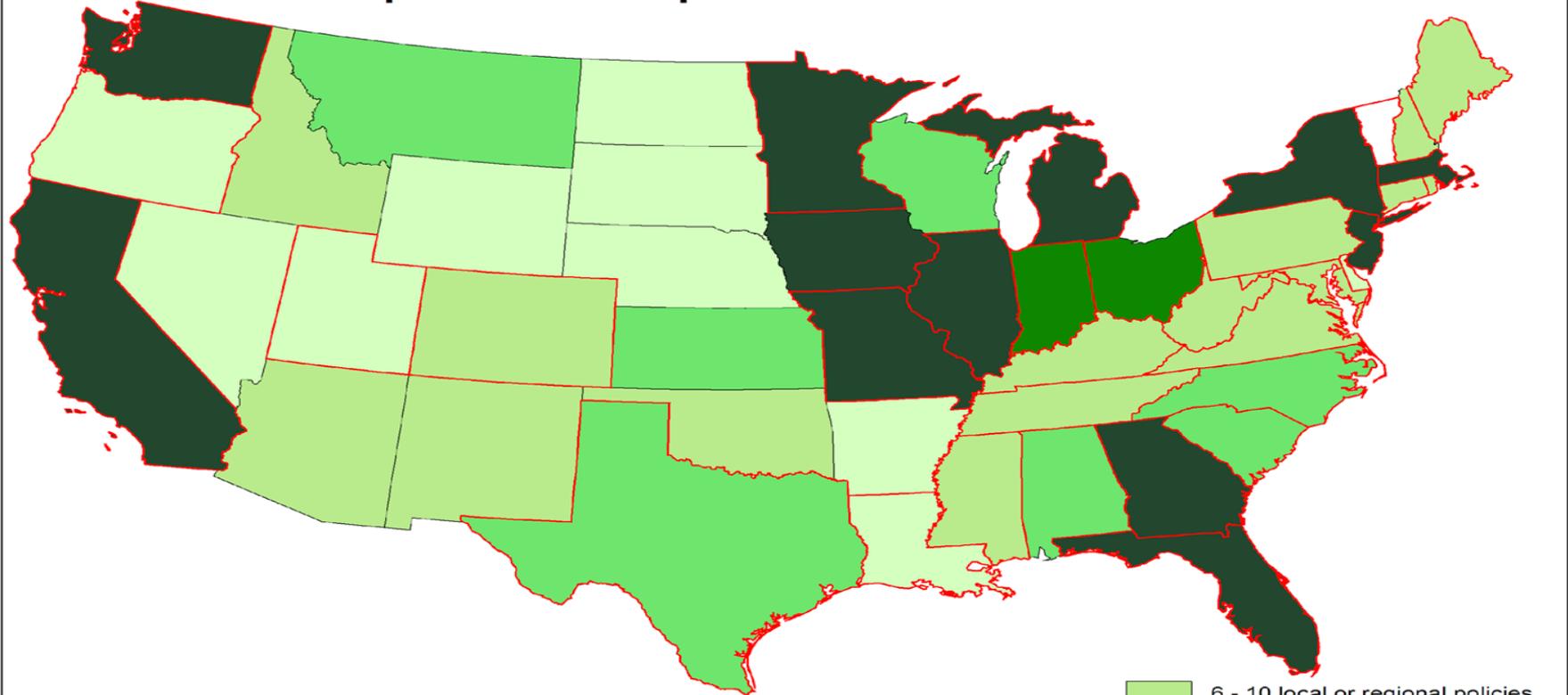


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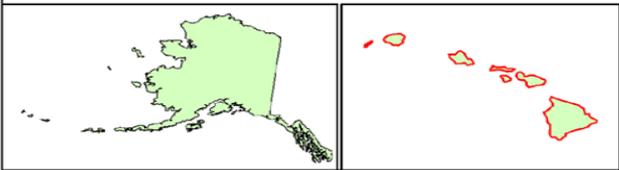


Adoption of Complete Streets Policies 2016

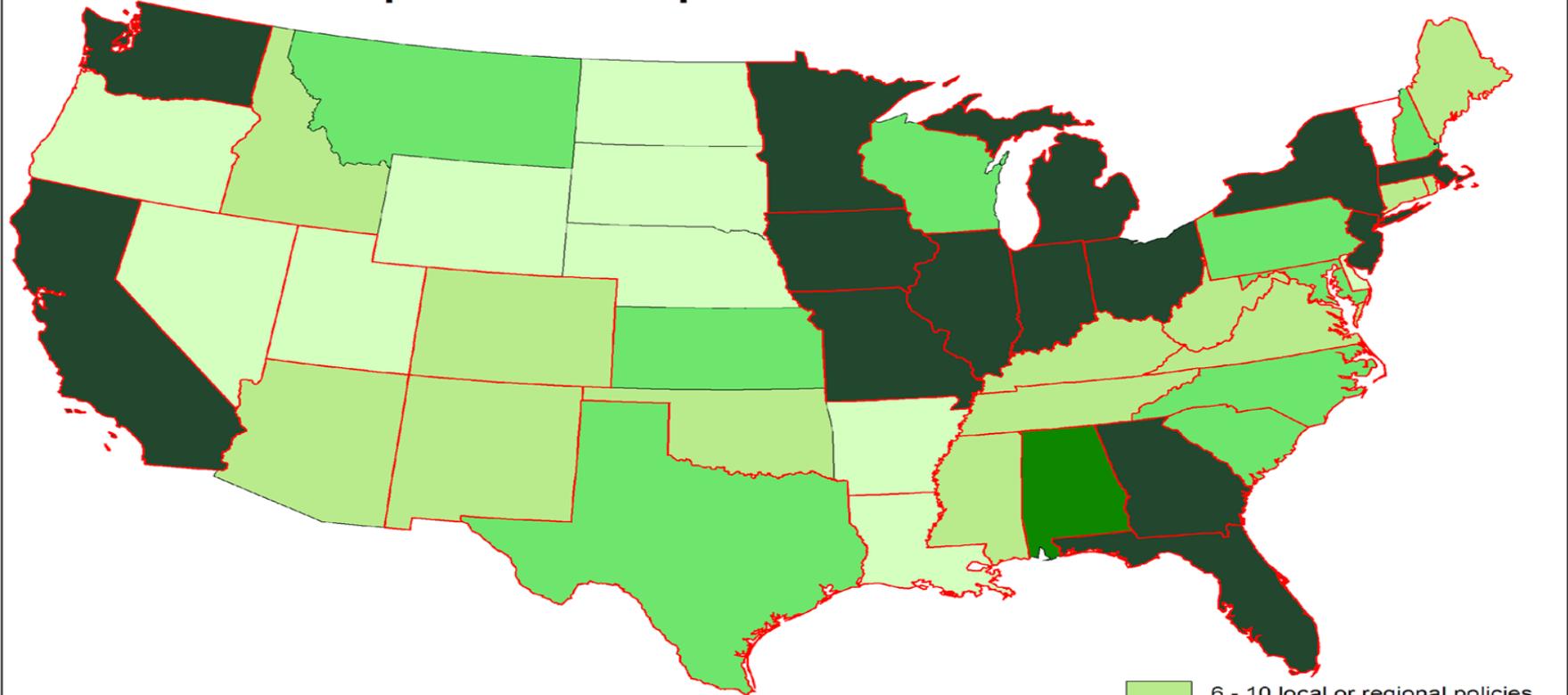


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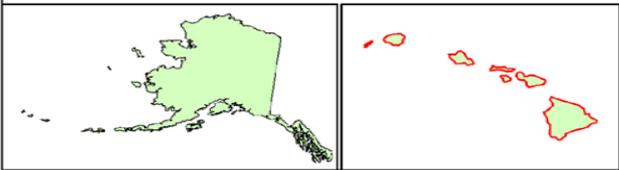


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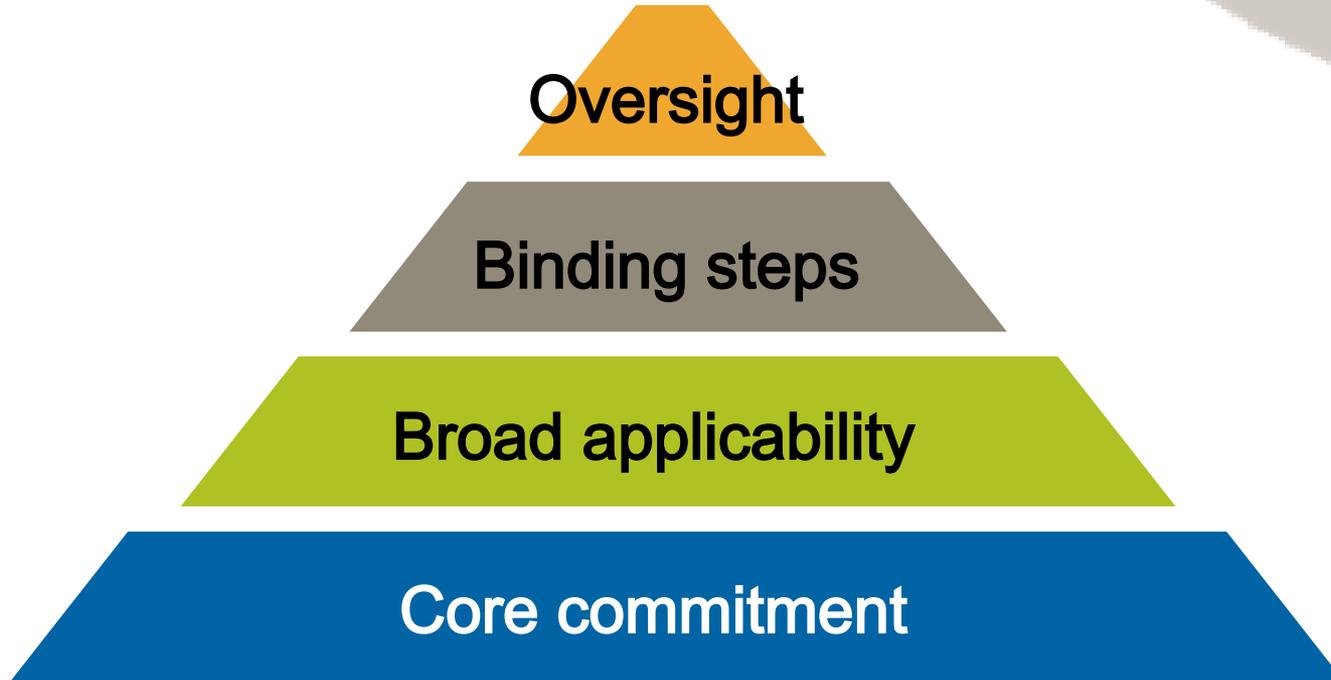


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(Strong) policies lay the groundwork for implementation...



...but not all policies are strong

Vision

- Create a Complete Streets network
- Balance the needs of all users regardless of age,

How will you achieve that vision?

Core commitment

When, where, to who does the policy apply?

All projects & phases

- Embedded in all project types
- Routine repavement

Clear exceptions

- Approval process
- Justification
- Avoid loopholes

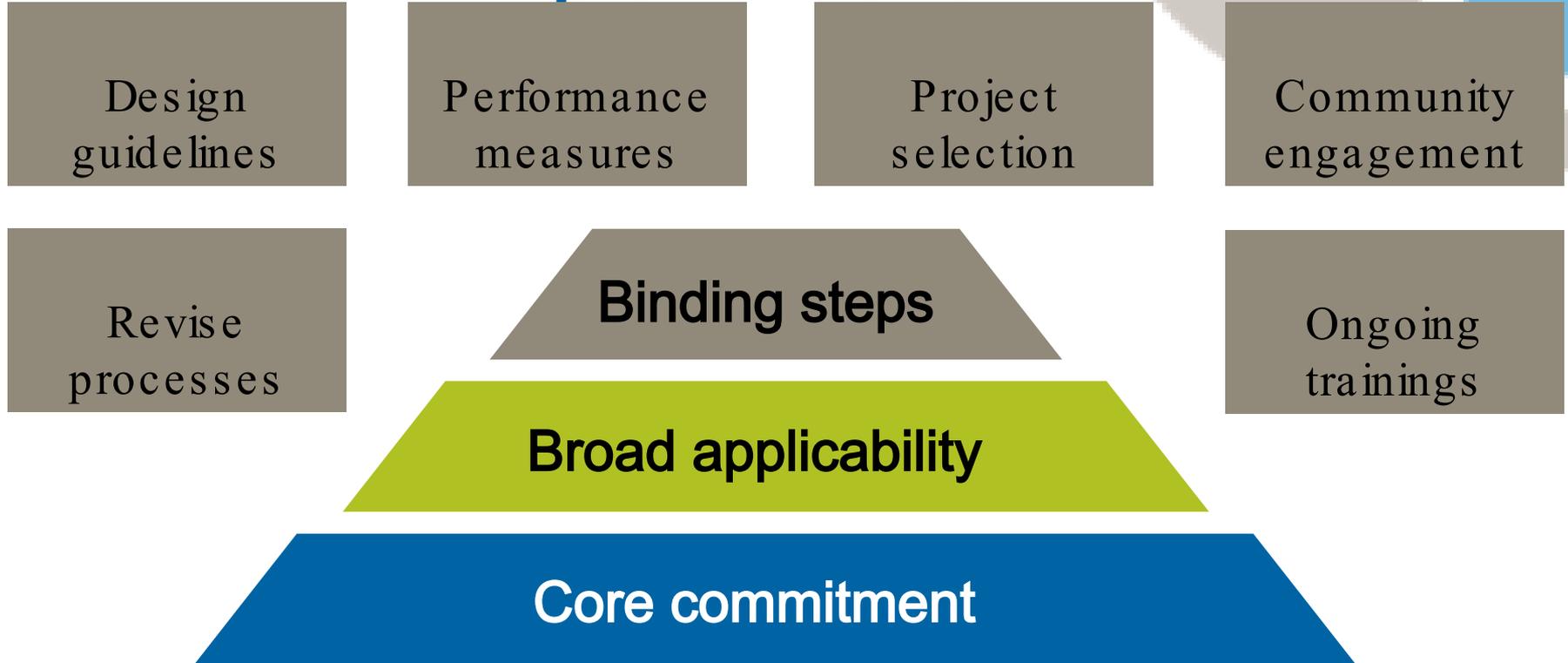
Jurisdiction

- Private developers
- Member/partner jurisdictions***

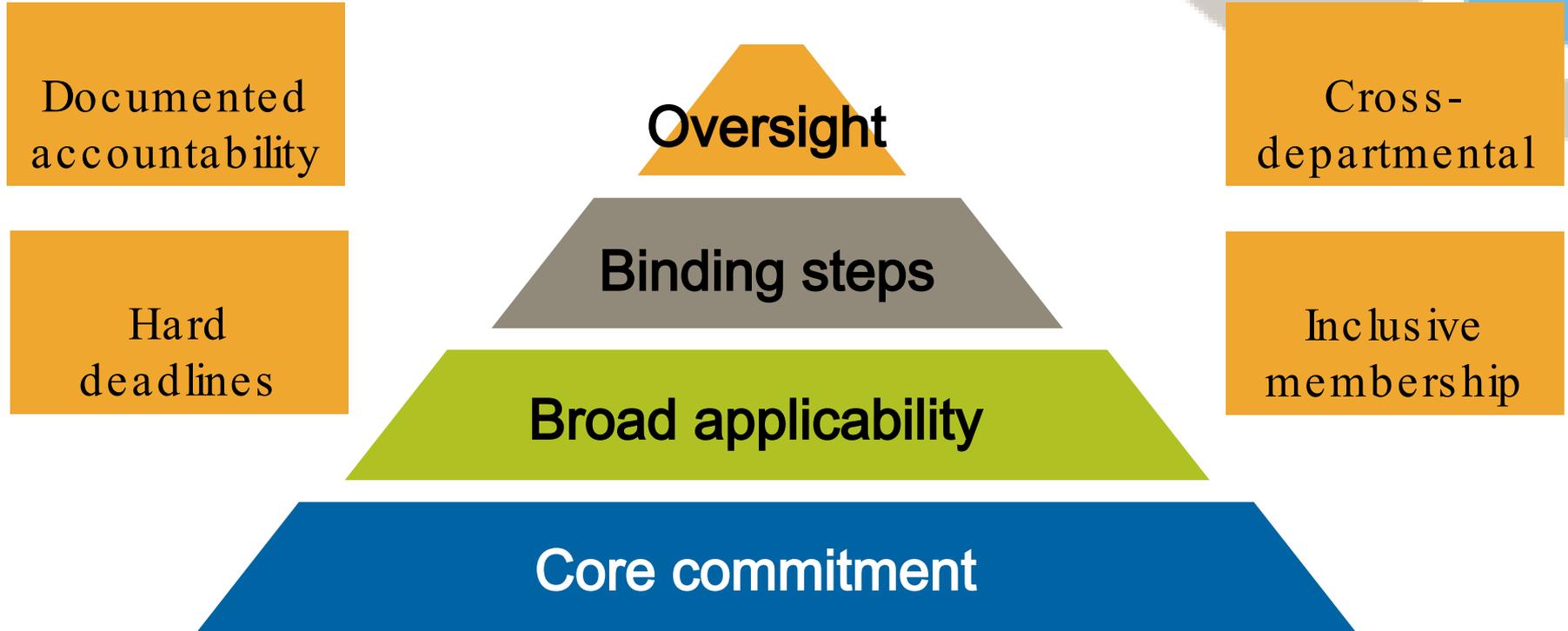
Broad applicability

Core commitment

(Strong) policies lay the groundwork for implementation...



(Strong) policies lay the groundwork for implementation...



Collaboration across jurisdictions: states and municipalities

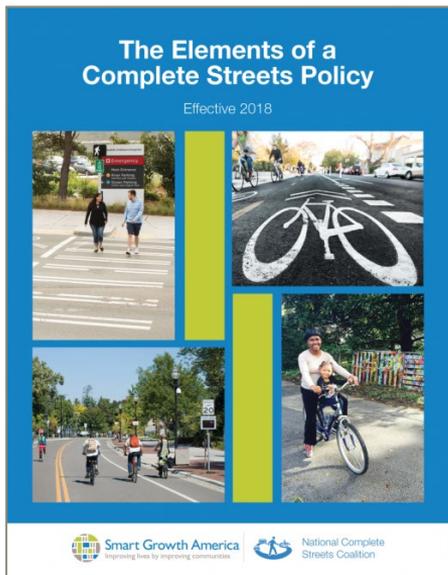
For states

- Incentivize adoption of Complete Streets policies
- Adopt new funding criteria and requirements

- Ask for repavement schedules farther in advance

- Demonstration projects
- ## For municipalities

Want to learn more?



Elements of a Complete Streets Policy

<https://smartgrowthamerica.org/resources/elements-of-a-complete-streets-policy/>

National Complete Streets Coalition

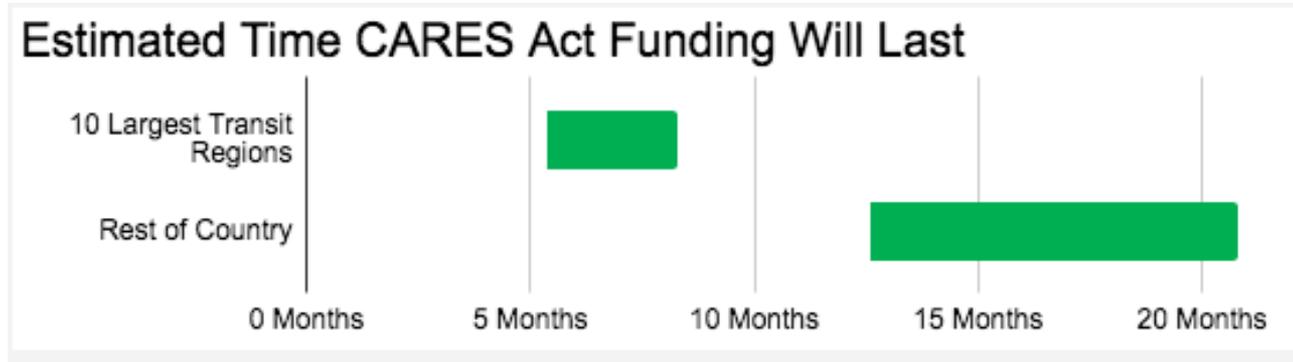


Best Complete Streets Policies report

<https://smartgrowthamerica.org/resources/the-best-complete-streets-policies-of-2018/>

National Complete Streets Coalition

Crisis facing public transit



<https://transitcenter.org/cares-act-funding-will-last-half-as-long-for-large-u-s-transit-regions-compared-to-other-areas/>

CARES Act funding: flawed and insufficient

- \$25 billion for transit through existing formulas: not to need
- More Emergency Funds Necessary
 - At least \$32 billion
- Many transit agencies anticipate running out of funds by the end of the year

Making the case for transit



Photo by Anna Shields from Pexels

Emergency Stabilization & Economic Recovery Recommendations



Transit and complete streets funding creates jobs.

Detailed transportation, housing, and community revitalization recommendations

smartgrowthamerica.org/coronavirus

Public transit creates jobs

An ARRA dollar spent on public transportation produced 70 percent more job hours than an ARRA dollar spent on highways.

Operating support for transit preserves jobs and service and provides essential transportation in recovery

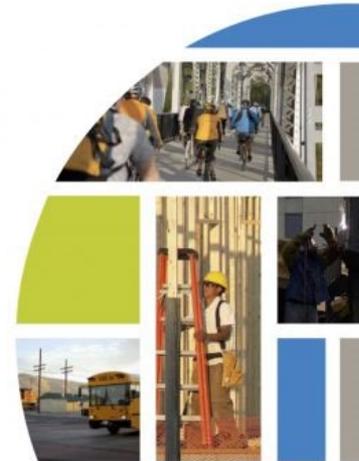
Full report:
smartgrowthamerica.org/stimulus-lessons



Recent Lessons from the Stimulus:

Transportation Funding and Job Creation

February 2011



Advocacy Works

- Letters to Congressional leadership urging an additional \$32 billion
 - Letter from labor unions
 - Letter from over 200 organizations
 - T4America's March letter with over 200 organizations and elected officials
 - Letter from 24 Senators
 - Letter from over 100 House members
 - National rally with Members of Congress, transit agencies, riders, and workers
- Continue to take action! Agencies and advocates can:
 - Track & publicize impacts of COVID-19, work with reporters
 - Engage elected officials
 - Engage local advocates, partners, and riders

Actions you can take- #savetransit

- Send a message to your representatives: Your Congressional delegation needs to hear from you.
 - Use our action page (<https://actnow.io/52ZQrmK>) to send an email to your members of Congress, and then follow-up with a call using this script.
- Tweet using #SaveTransit
 - Tag your members of Congress in support of at least \$32 billion in emergency relief for transit.

Actions you can take- reauthorization

- **Reauthorization national sign -on letter:**
 - **We encourage elected officials and organizations to sign our letter** urging Congress to pass a transportation authorization that actually maintains our roadways, prioritizes safety over speed, and connects people to the jobs and services they need by all modes.
 - Our letter last year was a success: the INVEST Act took major steps forward on these reforms
 - Sign here! <https://t4america.org/reauthorization-sign-on-letter/>

Actions you can take

- **Our petition to fund transit and highways equally**
 - Congress has spent 80 percent of transportation funds on highways and 20 percent on transit since 1982
 - The logic for doing so [no longer applies](#)
 - Support Rep. Chuy García's upcoming resolution on funding transit and highways equally.

Actions you can take

- **Get prepared.** Whether stimulus, regular appropriations, or a new authorization, it's time to prepare.
 - Identify “shovel-worthy” projects.
 - Engage lawmakers and partners
 - Tell your story: connect local projects to specific federal programs and funding

Thank You – Q&A



@t4america



@transportationforamerica



T4 America



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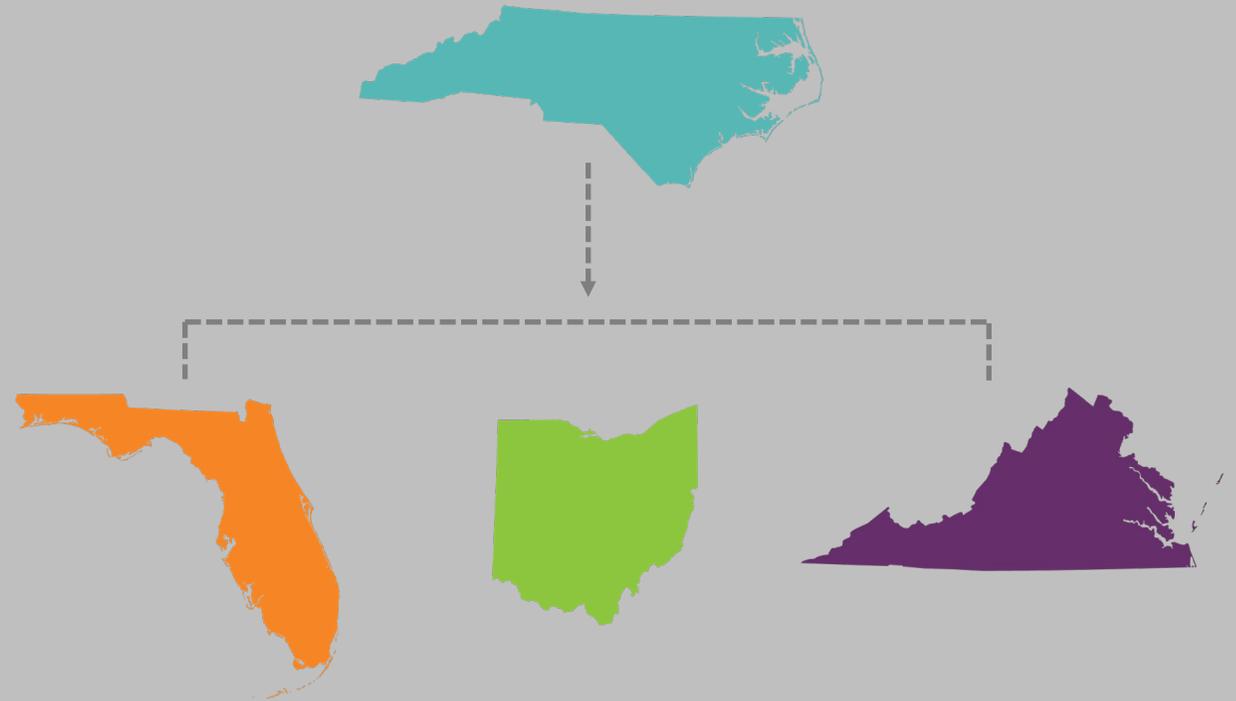
PEER EXCHANGE

Integrating Multimodal Projects Into Transportation Planning



Project Overview

- FHWA STIC Funding
- Transportation planning challenge
- Project objective:
 - Improve long range planning and other NCDOT processes
 - Explore innovative approaches and best practices
 - Focus on integrating multimodal projects with highway projects
- Parallel accomplishments – IPD, Complete Streets, IMD
- Deliverables
- Partners – IMD, TPD, SPOT
- Selecting peer States



Peer Exchange Overview

- Concept
- Attendees
- Virtual versus in-person formats

KEY QUESTIONS

What are the key components of an effective policy that lead to successful multimodal projects?

What are the key components of an effective planning process?

How can the selection process advance multimodal projects identified in the planning process?

How are multimodal projects successfully transitioned from planning to development?

Key Ideas for North Carolina: Policies

Florida



Create comprehensive complete streets and context-based multimodal design guidelines



North Carolina



- Develop consistent context classification
 - Update key design guidance
- Provide statewide training to project development and design staff

Key Ideas for North Carolina: Project Planning

Virginia



SMART SCALE projects are uploaded into a database that creates a transition between the planning team and project development team.



North Carolina



- Institute tracking mechanism or project database
- Provide training on improving estimates and scopes

Key Ideas for North Carolina: Project Development

Ohio



Program-specific liaisons provide expertise early in the process, assisting local agencies with following policies.

North Carolina



Create a process to measure implementation of all multimodal projects and evaluate project effectiveness.



Key Ideas for North Carolina: Project Selection and Funding

Multiple States



- Leverage all funding programs – specifically safety (HSIP)
- Emphasize all benefits of multimodal projects



North Carolina



- Create metrics for project evaluation to inform future project selection decisions
- Coordinate with locals on project locations and safety concerns

NCDOT Take Aways – TPD

- Tools needed for integrating land use and transportation – Develop with other NCDOT Divisions
- Identify best data sources to inform CTP decisions
- Identify multi-modal performance measures that can be used in long-range planning
- Develop best practices for tracking success in multimodal planning (e.g., MPOs and RPOs submit a yearly summary of multimodal planning efforts/implementation/accomplishments)
- Work with IMD to develop guidance for identification of type of proposal
- Coordination with IMD staff during CTP development-Map out process and all input places



**WHAT'S
NEXT?**

NCDOT Takeaways - Prioritization

Planning Efforts prior to Prioritization:

- Continued use Express Designs
- Costs and proper expectations
- Enhanced role of CDEs (IPD)

Enhancing scoring criteria & Cross-program coordination:

- Current research projects
- Continued use of SPOT Workgroup



**WHAT'S
NEXT?**

BENCH-MARKING NON-MOTORIZED POLICIES & PROJECT DELIVERY

Suzanne M. Leland, Ph.D.

Srinivas S. Pulugurtha, Ph.D., P.E., F.ASCE

The University of North Carolina at Charlotte

Research Team

- Suzanne Leland, Ph.D.
- Srinivas S. Pulugurtha, Ph.D., P.E., F.ASCE
- Robert Boyer, Ph.D.
- Christina Danis, AICP, Research Assistant
- Sarahanne Smith, Research Assistant
- Sravya L. Jayanthi, Research Assistant

Project Objectives

1. Investigate local NC officials' perspectives about demand for future NC bike/ped projects, identify key barriers to local government participation, & determine how NCDOT processes can best accommodate the needs of urban, suburban and rural municipalities
2. Identify states comparable to NC in population, economic condition, DOT organizational structure / setup, & size, non-motorized transportation project deliver rate, TAP spending rate, duration & their frequency, & the percent of highway projects constructed with bike/ped facilities
3. Document existing policies, laws, & processes of comparable states & compare them with those being adopted by NCDOT
4. Identify & recommend best policies, laws, & processes to NCDOT

Research Agenda



NC Local Officials Survey



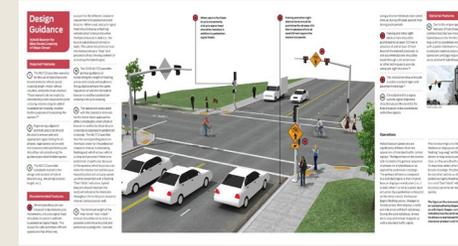
**Perceptions of
Active
Transportation
Services**



**Built
Environment
Perspectives**



**Active
Transportation
Funding
Perspectives**



**NCDOT
Bike/Ped
Program
Familiarity**

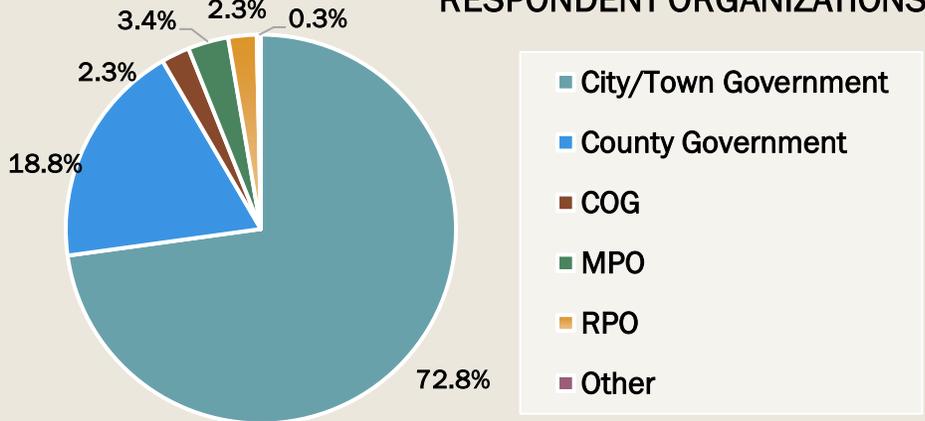


**Active
Transportation
Policy
Perspectives**

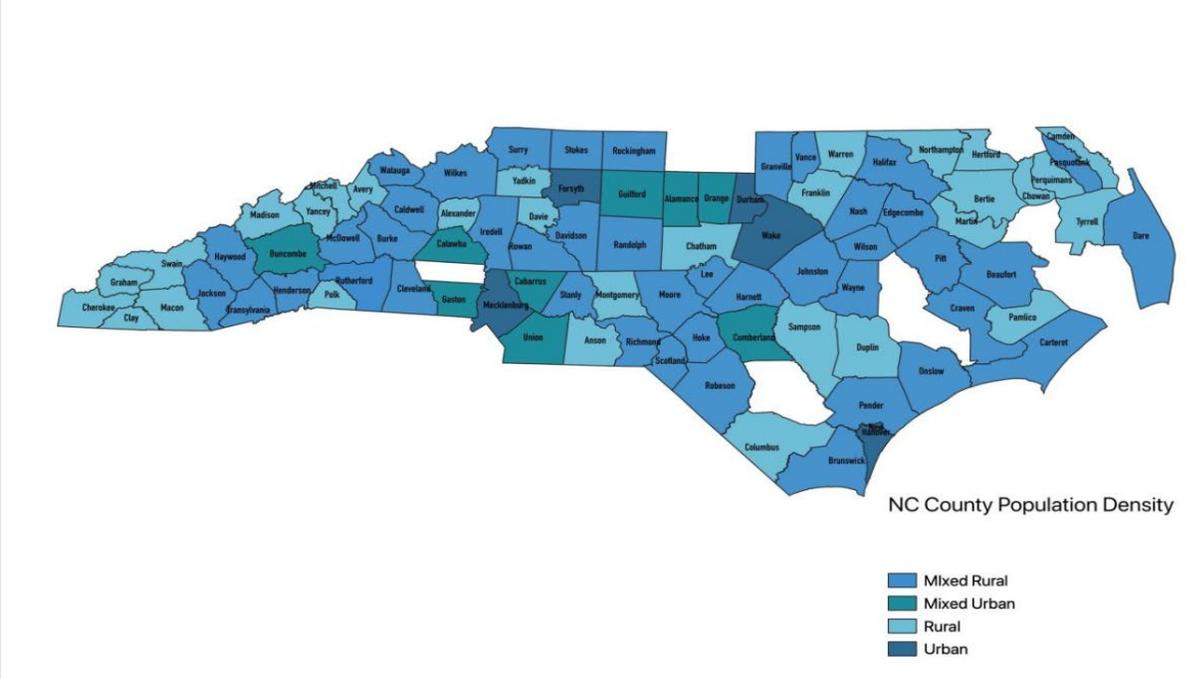
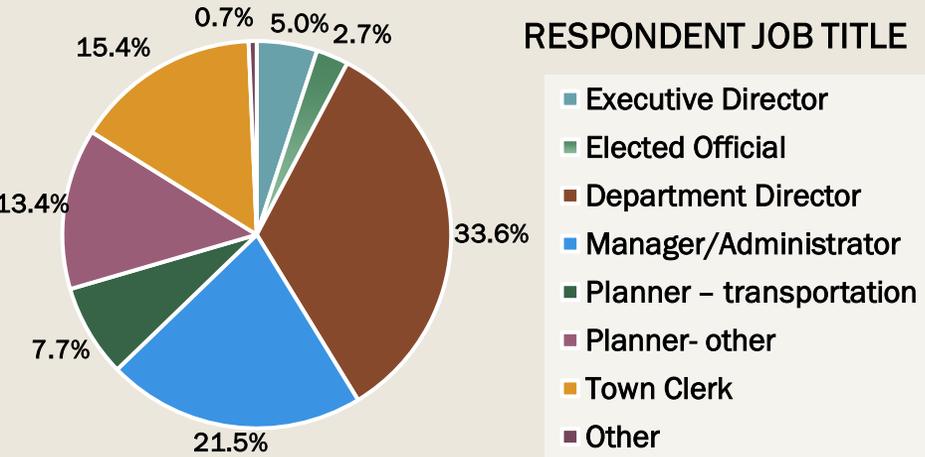
- 32 questions derived from scoping, literature review, & interviews
- Master list of 1,700 emails from NCDOT of local officials from city & town governments combined with emails from county, MPO, RPO, and COG websites
- Feb. 28th-March 31st, 2020; 18% response rate
- 289 respondents from localities across the state (91 counties)

Type of Respondent

RESPONDENT ORGANIZATIONS

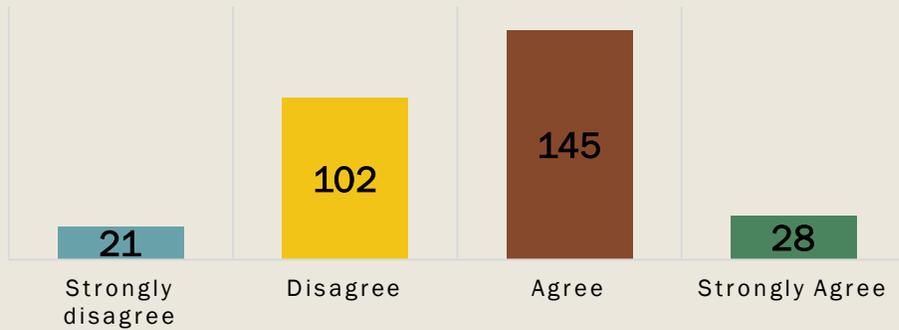


RESPONDENT JOB TITLE

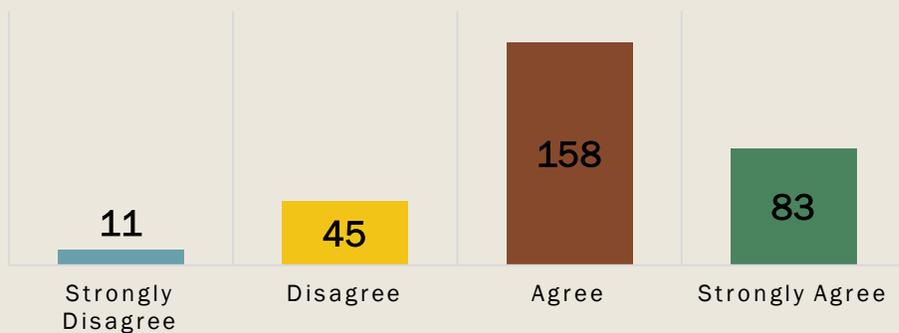


Perceptions of Walking Safety

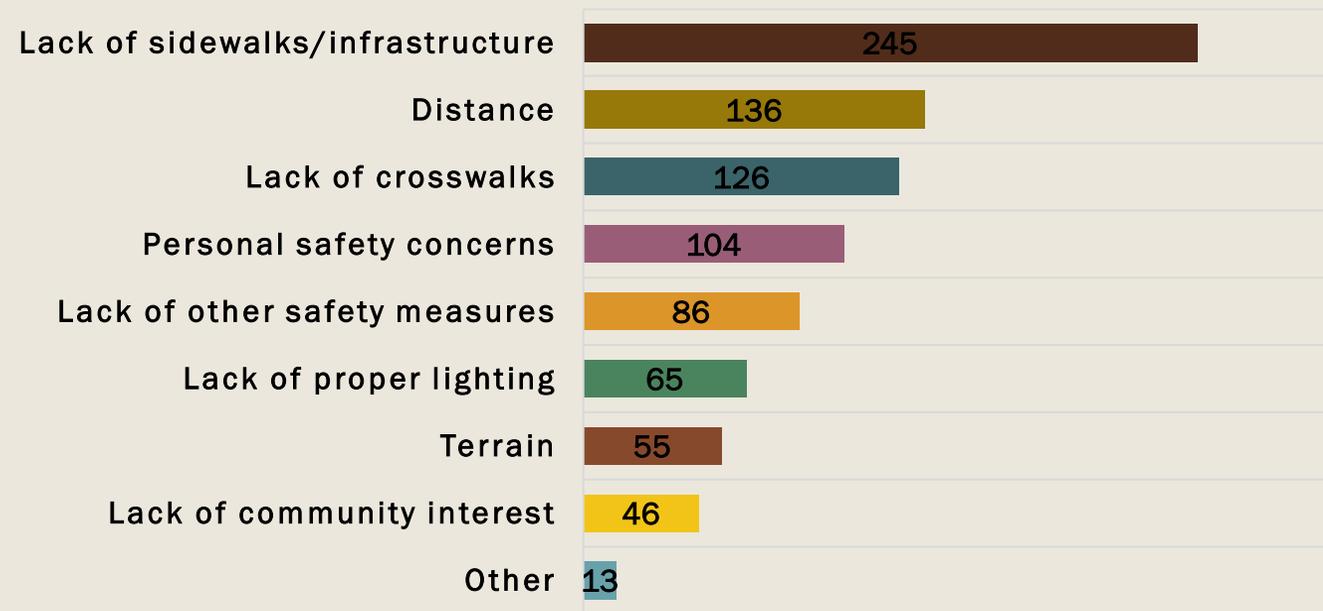
IT IS SAFE TO WALK IN LOCATION THAT YOU SERVE



WALKABILITY IS A COMMUNITY PRIORITY

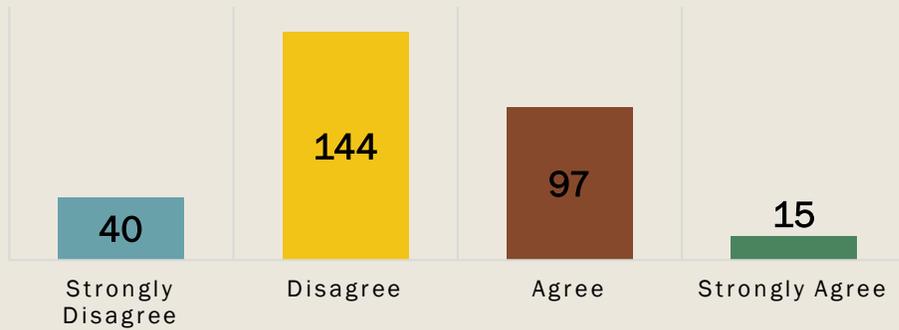


WALKING HINDERANCES

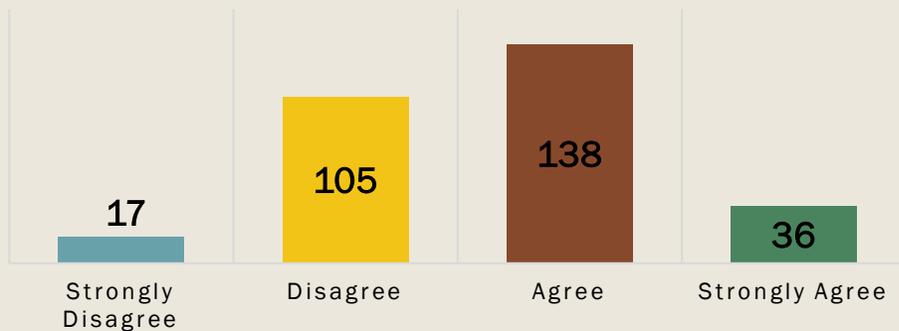


Perceptions of Biking Safety

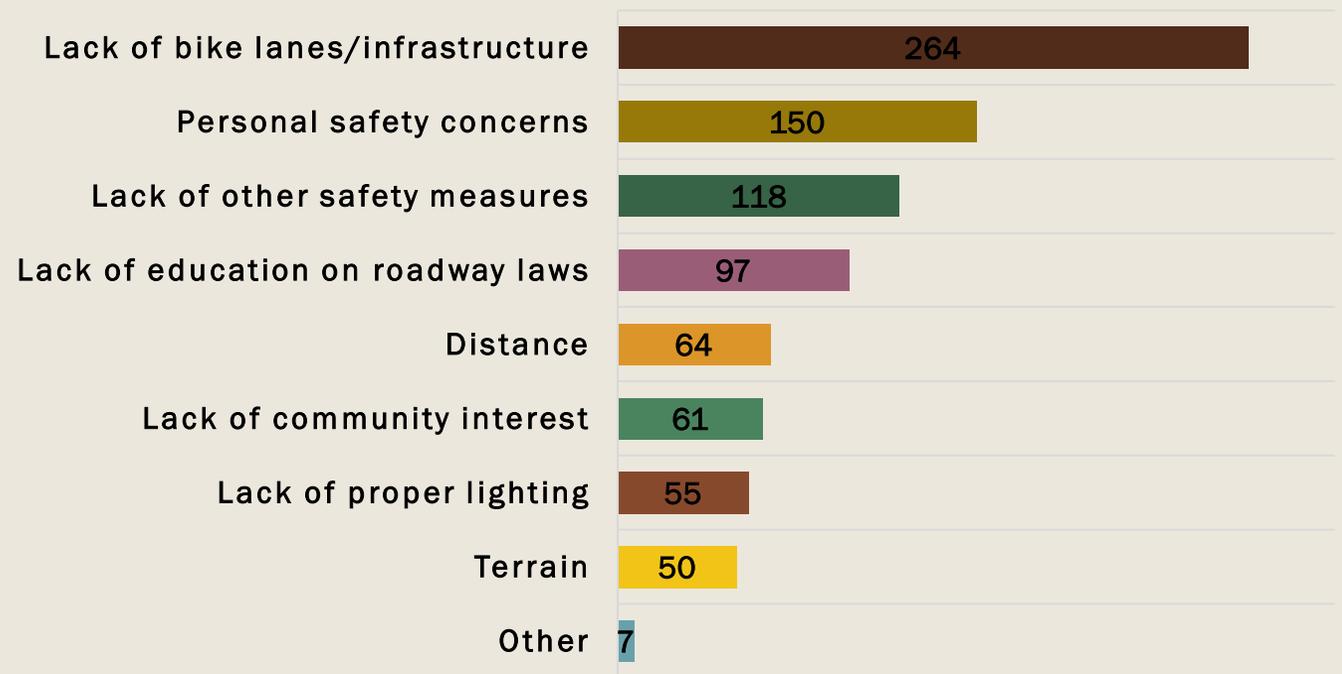
IT IS SAFE TO BIKE IN THE LOCATION THAT YOU SERVE



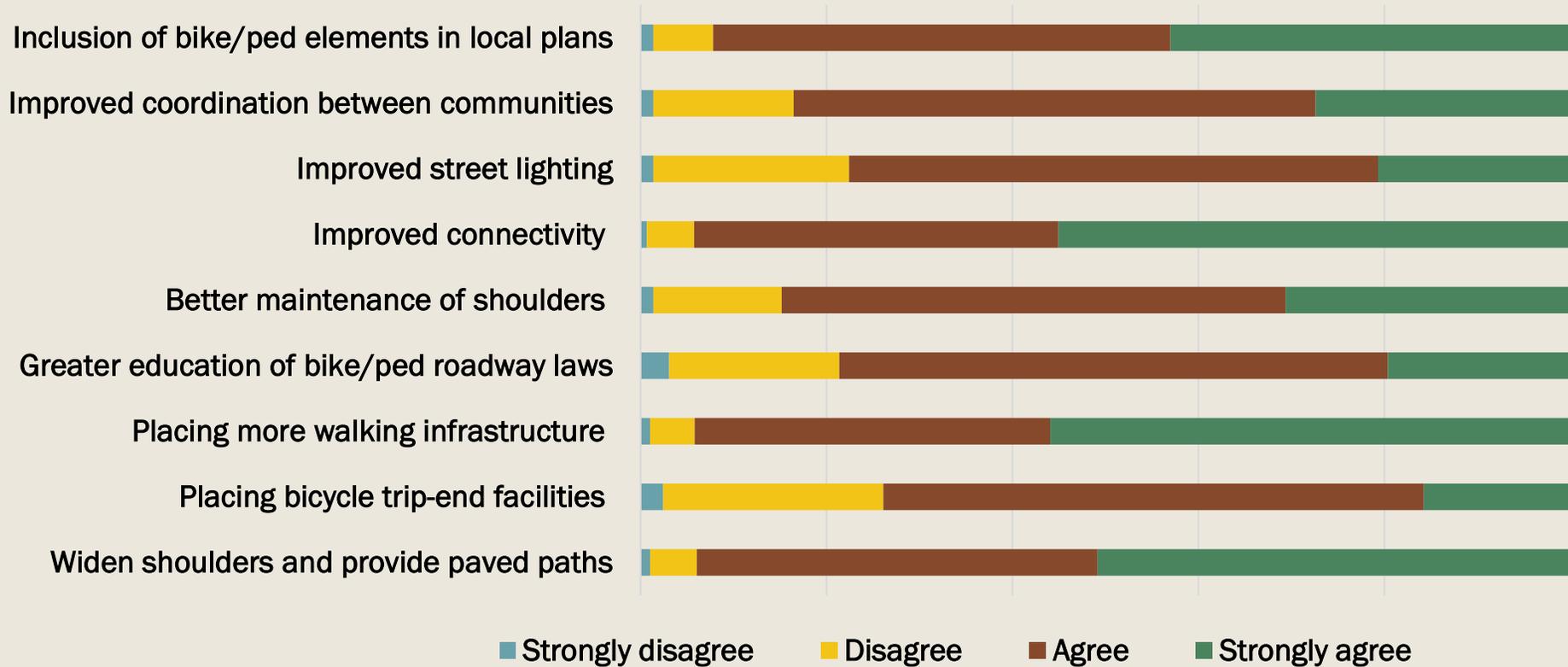
BICYCLE TRANSPORTATION IS A COMMUNITY PRIORITY



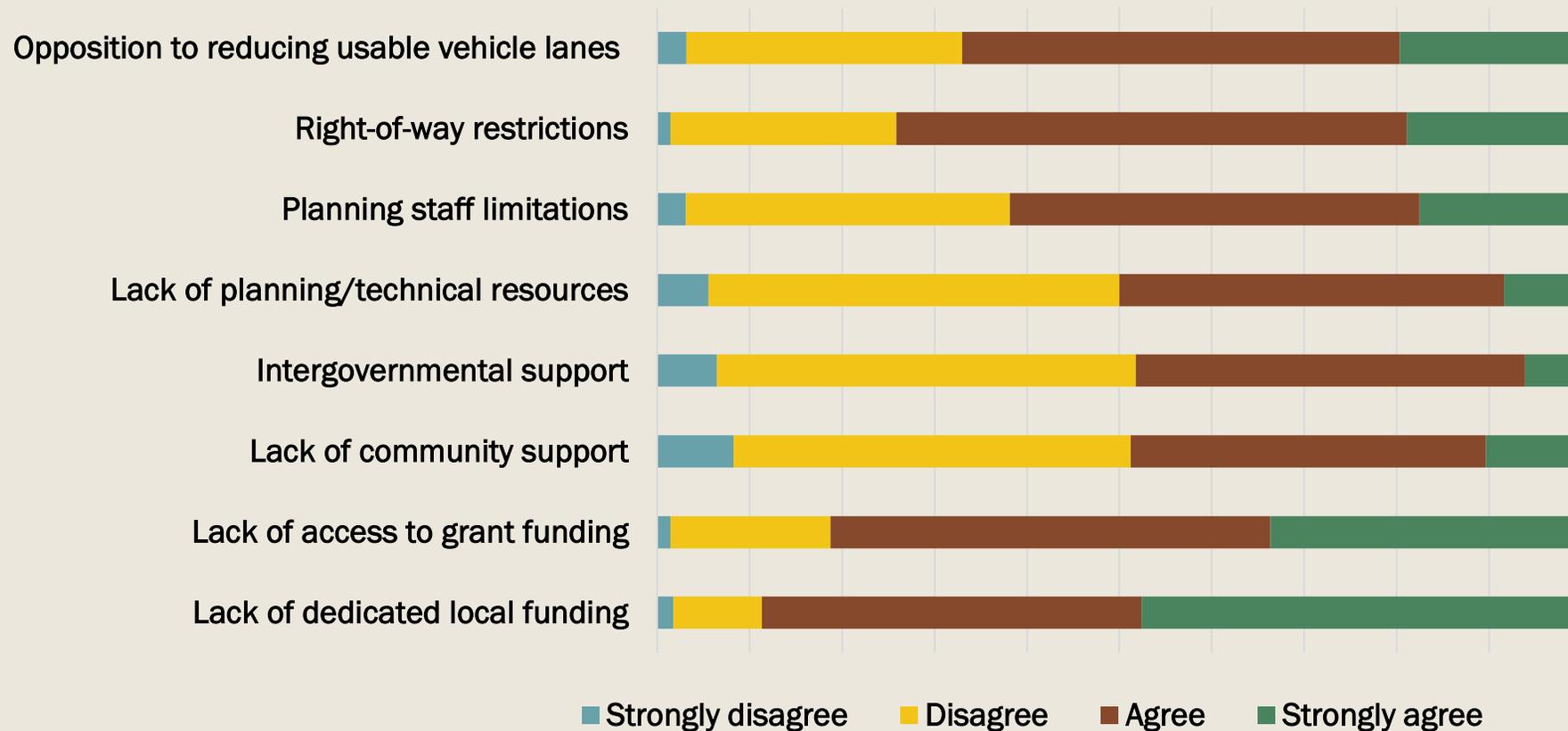
BIKING HINDERANCES



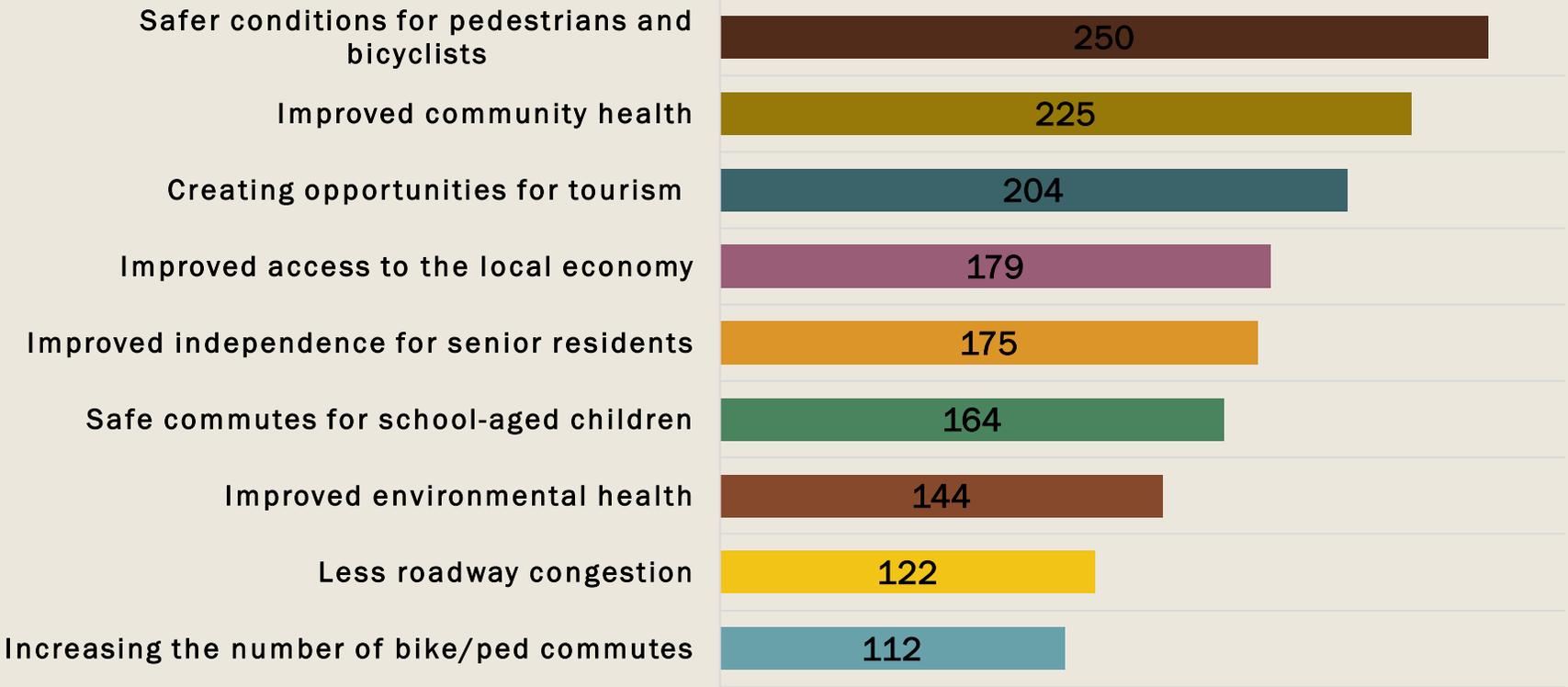
Built Environment Perspectives: What would Increase Walking & Biking?



Built Environmental Perspectives: Obstacles to Improving Bike/Ped Conditions

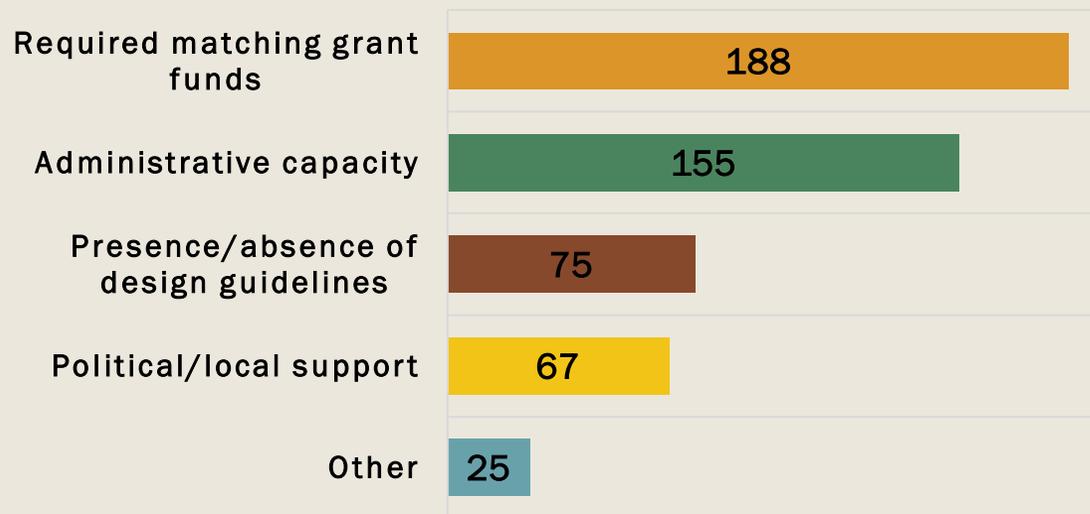


Built Environment Perspectives: Priorities for Organizations in Terms of Improving Bike/Ped Conditions

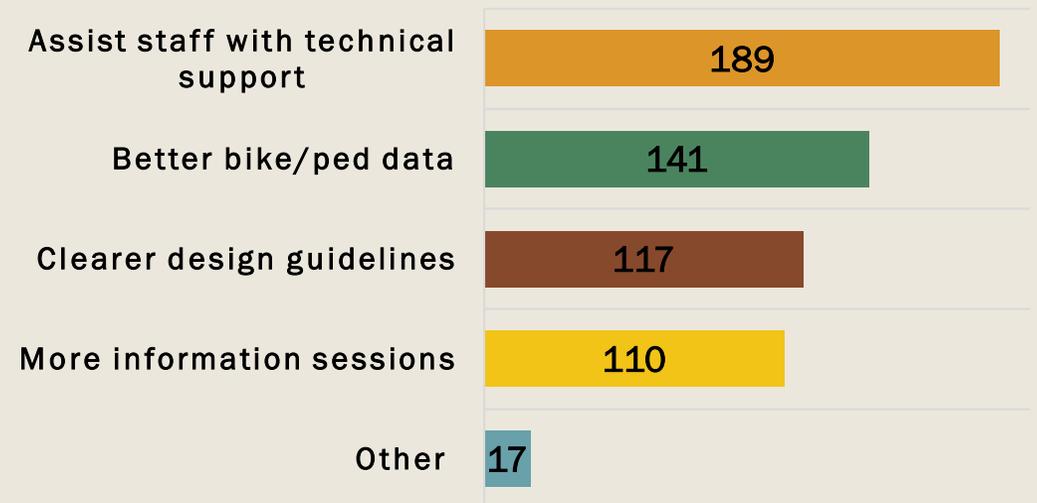


Active Transportation Funding Perspectives

FACTORS THAT MAKE ACCESS TO GRANT FUNDING DIFFICULT

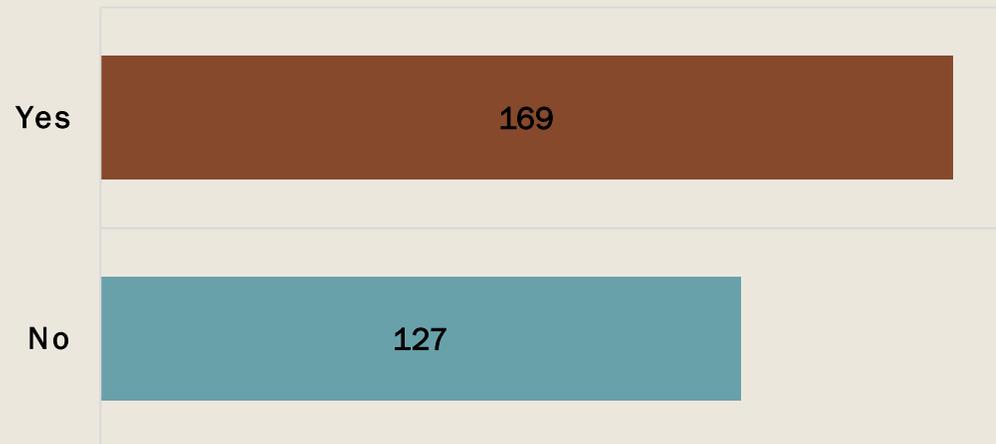


FACTORS TO INCREASE LIKELIHOOD OF APPLYING FOR GRANT FUNDING

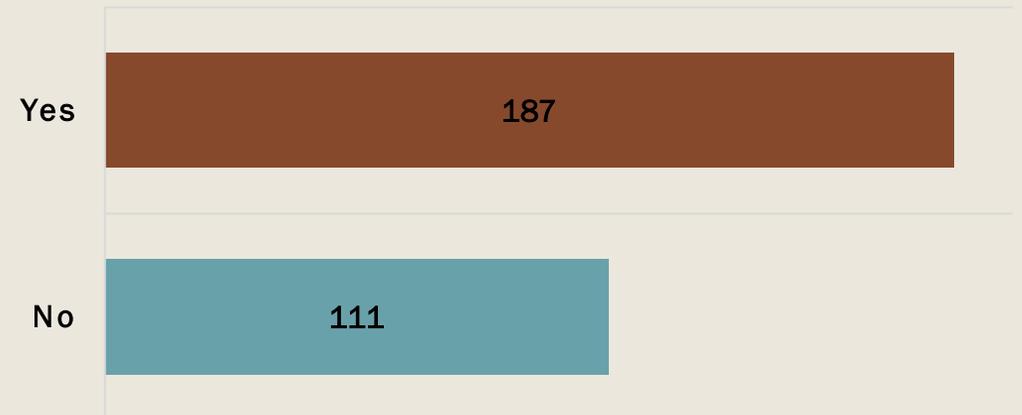


NCDOT Program Familiarity

ARE YOU FAMILIAR WITH NCDOT WALKBIKENC PROGRAM?



ARE YOU FAMILIAR WITH THE NCDOT COMPLETE STREETS PROGRAM?





State DOT Survey & Summary of Responses - Methodology

PLAN

QUESTIONNAIRE

SURVEY

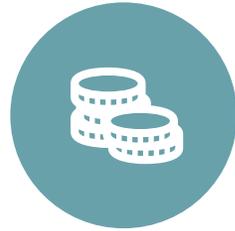
ANALYSIS &
RESULTS



COMPRISED OF
20 QUESTIONS



ORGANIZATIONAL
BUDGET



ALLOCATION OF
FUNDS



INFRASTRUCTURE
ELEMENTS

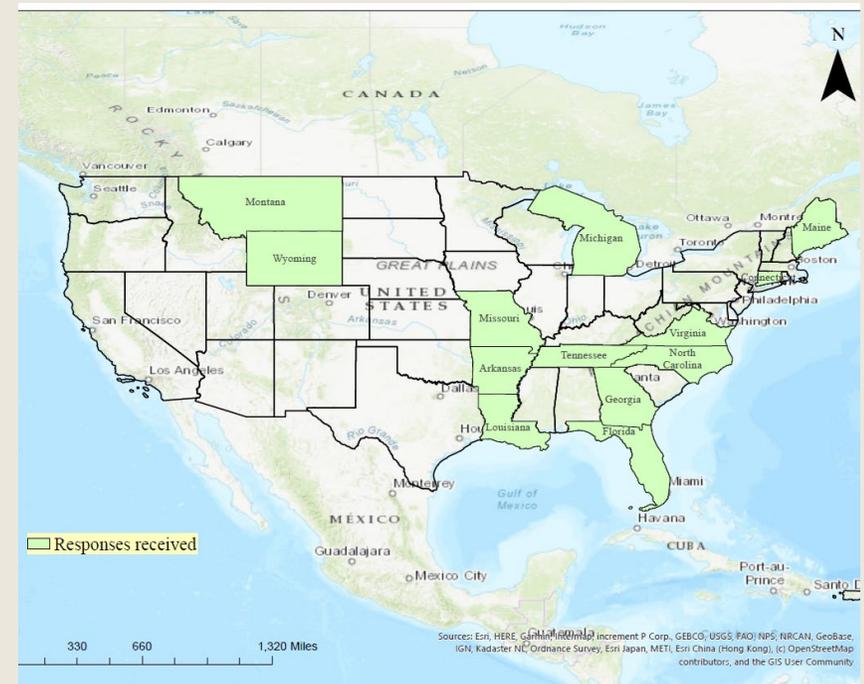


BIKE/PED
POLICIES



OTHER DETAILS

State DOT Survey – Questionnaire & Responses



State DOT Financial Details Summary

State	FY2019-20 operating budget	FY2019-20 bike/ped operating budget	% allocated for independent bike/ped projects	% allocated for bike/ped projects (independent plus part of highway projects)
Arkansas	Less than \$1 billion	\$5 million - \$10 million		0.5% to 1%
Connecticut	\$3 billion - \$5 billion			1% to 2%
Florida	\$10 billion - \$20 billion	\$10 million - \$50 million	>2%	>2%
Georgia	\$1 billion - \$3 billion	\$1 million - \$5 million	0.1% to 0.5%	>2%
Louisiana	\$1 billion - \$3 billion	\$5 million - \$10 million	0.5% to 1%	1% to 2%
Maine	Less than \$1 billion	Less than \$1 million	<0.05%	0.05% to 0.1%
Michigan	\$3 billion - \$5 billion			
Missouri	\$1 billion - \$3 billion	Less than \$1 million	<0.05%	1% to 2%
Montana	Less than \$1 billion	\$5 million - \$10 million	1% to 2%	>2%
North Carolina	\$3 billion - \$5 billion	Less than \$1 million	<0.05%	<0.05%
Tennessee	\$1 billion - \$3 billion	\$10 million - \$50 million	0.05% to 0.1%	0.05% to 0.1%
Virginia	\$3 billion - \$5 billion	Less than \$1 million	>2%	>2%
Wyoming	Less than \$1 billion	Less than \$1 million	<0.05%	1% to 2%

Financial Details of Comparable States'

State	Total Budget	Bike/Ped budget	Total Population in 2019 (in millions)	Bike/ped \$\$ spent per person (approx.)
North Carolina	\$3 - \$5 billion	< \$1 million	10.49	< \$0.1
Florida	\$10 - \$20 billion	\$10 - \$50 million	21.48	\$0.5 - \$2.5
Georgia	\$1 - \$3 billion	\$1 - \$5 million	10.62	\$0.1 - \$0.5
Tennessee	\$1 - \$3 billion	\$10 - \$50 million	6.83	\$1.5 - \$7.5
Virginia	\$3 - \$5 billion	< \$1 million	8.54	< \$0.1

- Florida – highest total budget
- Florida & Tennessee - same bike/ped budget range
- Tennessee - highest per person

Infrastructure & Pedestrian Activity

Factor	All (% of responses)			Comparable (% of responses)		
	Major reason	Minor reason	Not a reason	Major reason	Minor reason	Not a reason
Sidewalks in poor condition	23.08	69.23	7.69	20.00	60.00	20.00
Unsafe intersections	46.15	46.15	7.69	60.00	40.00	0.00
Bad driver behaviors	53.85	38.46	7.69	80.00	20.00	0.00
Automobile Traffic	46.15	46.15	7.69	60.00	40.00	0.00
Personal safety	23.08	53.85	23.08	20.00	60.00	20.00
Destinations are too far	84.62	15.38	0.00	60.00	20.00	20.00
Bad weather	23.08	53.85	23.08	50.00	25.00	25.00
No Sidewalks	61.54	38.46	0.00	60.00	40.00	0.00
Improved street lighting	15.38	61.54	23.08	20.00	40.00	40.00

Reasons for low pedestrian activity

All

- Major reasons
 - *Destinations are too far*
 - *No sidewalks*
- Minor reasons
 - *Sidewalks in poor condition*
 - *Improved street lighting*

Comparable states

- Major reasons
 - *Bad driver behavior*
 - *No sidewalks*
 - *Unsafe intersections*
 - *Automobile traffic*
- Minor reasons
 - *Sidewalks in poor condition*
 - *Personal safety*

Infrastructure & Biking Activity

Potential factors for low bike activity

All states

- Major reasons
 - *No bike lanes, bad driver behavior, unsafe intersection, automobile traffic*
- Minor reasons
 - *No bike parking, bike lanes in poor condition*

Comparable states

- Major reasons
 - *Bad driver behavior, no bike lanes, automobile traffic*
- Minor reasons
 - *No bike parking, bike lanes in poor condition, unsafe intersections, automobile traffic*

Factors	All (% of responses)			Comparable (% of responses)		
	Major reason	Minor reason	Not a reason	Major reason	Minor reason	Not a reason
No bike parking	0.00	69.23	30.77	0.00	80.00	20.00
No bike lanes	53.85	38.46	7.69	60.00	20.00	20.00
Bike lanes in poor condition	23.08	46.15	30.77	40.00	40.00	20.00
Unsafe intersections	53.85	23.08	23.08	40.00	40.00	20.00
Bad driver behaviors	69.23	30.77	0.00	80.00	20.00	0.00
Automobile traffic	61.54	30.77	7.69	60.00	40.00	0.00
Unappealing surroundings	7.69	15.38	76.92	20.00	20.00	60.00

Bike/Ped Infrastructure Improvements

All		Comparable	
Major reason	Minor reasons	Major reasons	Minor reasons
Allow for safer/faster work/school commutes	Allow for safer/faster work/school commutes	Allow for safer/faster work/school commutes	Allow for safer/faster work/school commutes
Greater network of multi-use paths would encourage to bicycle more		Greater network of multi-use paths would encourage to bicycle more	
Create and enhance opportunities for school-aged children to commute to school, recreation, and activities safely	Low traffic congestion	Increase accessibility	Improved environmental health

Policies and Practices

- **North Carolina**
 - *Complete streets Policy- safe & comfortable for all users (includes pedestrians, bicyclists & motorists of all ages)*
- **Florida**
 - *Data driven analysis to prioritize the policies (example, “Alert Today Alive Tomorrow”)*
- **Georgia**
 - *Vision zero policy (reduce pedestrian and bicycle fatalities to zero); ADA implementation plan; 3-foot passing law*
- **Tennessee**
 - *Multimodal access grants to fund bicycle and pedestrian projects (~\$15M per year)*
 - *Safety measures; pedestrian safety improvements at high crash areas*
 - *Multimodal design guidelines and policy for bicycle/ped infrastructure*
- **Virginia**
 - *Major funding sources are mode neutral: revenue sharing, SMART SCALE, CMAQ, and RSTP*
 - *Localities or MPOs can apply for highway projects or bike/ped projects with no dedicated money towards it*

Successfully Executed Projects

- Trails and paved roads/shoulders in rural areas and road safety audits, road diets, safe routes to schools, sidewalks, bike lanes, bridges, and greenways/trails in urban areas are best practices for active transportation

State DOT	Urban area	Suburban area	Rural area
Florida	1) Bike tracks in Tampa and Orlando, 2) Provide necessary support to local agencies	1) Fletcher Avenue project in a suburban lower socioeconomic area, Tampa, FL	1) Project implemented in a rural coastal area (Destin, FL) to improve pedestrian safety
Georgia			
Tennessee		1) Road Safety Audits, 2) Community Connectivity Grant Program, 3) Safe Routes to School	
Virginia	1) Wilson Bridge Path	1) Fairfax County - 30 miles of bicycle lanes a year in repaving alone	1) Virginia Capital Trail

Policy Recommendations & Best Practices

- Invest in matching funds for federal grants & build administrative capacity with municipal government to leverage more federal funding
 - *Allocate three to four times more*
 - *Dedicated funding (similar to Tennessee's multimodal access grant)*
 - *In addition to TAP, Surface Transportation Program, CMAQ, and HSIP, explore NHTSA (402, 405), NCHRP, ...*
- Leverage local government & regional support for active transportation that creates economic development opportunities
- Support infrastructure designed specifically for biking & walking
 - *Trails and paved roads/shoulders in rural areas; road safety audits, road diets, safe routes to schools, sidewalks, bicycle lanes, bridges, and greenways/trails in urban areas*

Policy Recommendations & Best Practices (Cont.)

- Encourage infrastructure for all modes, ages, & abilities take advantage of more multimodal, ADA, and context sensitive policies; Continue emphasizing Complete Streets
- Capitalize on local priorities for bicycle and pedestrian safety
 - *Data-driven decisions*
 - *Three-foot minimum passing requirement; Consider a higher passing requirement on higher speed roads*

THANK YOU!



- ✓ This session has been approved for 1 AICP CM Hour.
- ✓ The Reference Number is 9209821.
- ✓ Attendance is automatically recorded.

Multimodal Innovations Webinar Series



2020

Oct. 21

Wilson and Via launch RIDE – a new microtransit service (*recording is available*)

Nov. 12

The Bicycle and Pedestrian Explosion in COVID: What is the data showing and how can we maintain it?

Dec. 15

Non-Motorized Policies and Programs – How are we doing and how do we compare with other states?

2021

Jan. 26

S-Line: Leveraging new rail access and transit-oriented development to spur economic growth

Feb. 23

Charlotte Gateway Station: Learn how to develop an iconic multimodal station at any scale