



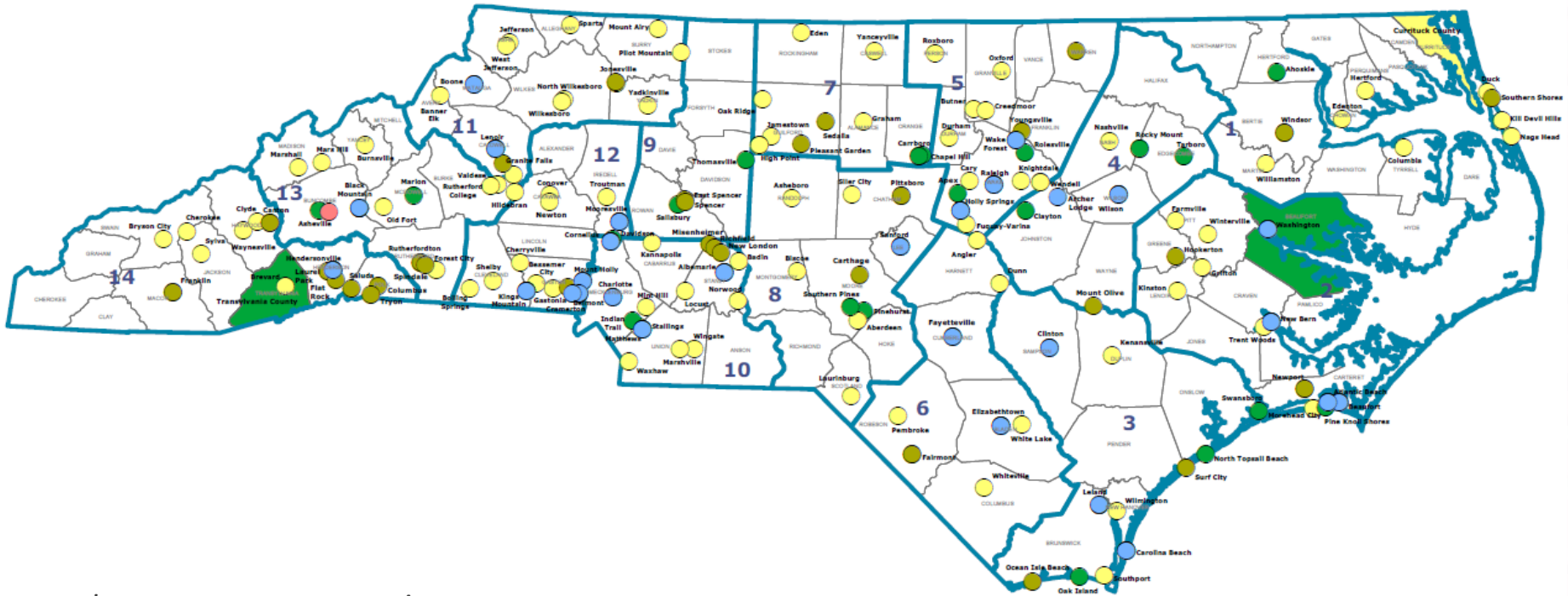
## **Bicycle and Pedestrian Planning Grant Initiative - 2019**

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NCDOT, Division of Bicycle and Pedestrian Transportation

# Agenda

- About the Program
- Website Resources
- Application Process
  - Key Dates
  - Application Requirements
  - Eligibility and Types of Plans
  - Two Applications
  - Local Match and Estimated Cost
  - General Tips
  - Implementation Survey
- Plan Development
  - Process
  - Project Recommendations – Cutsheets and Renderings
  - Program and Policy Recommendations
  - Implementation

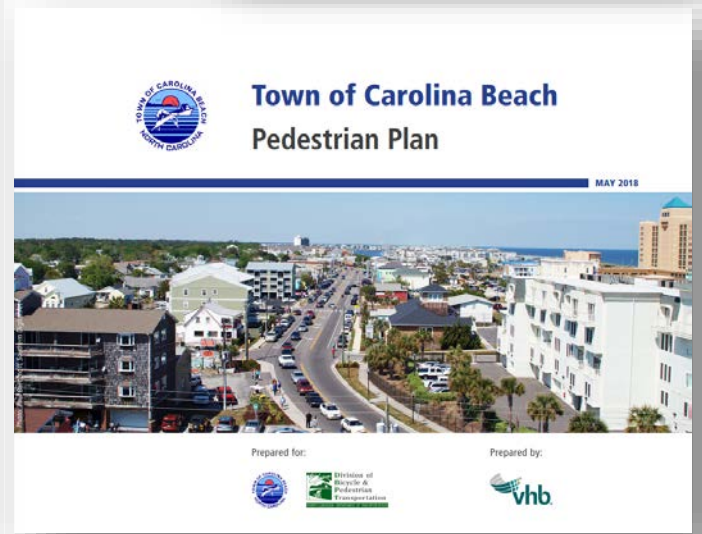
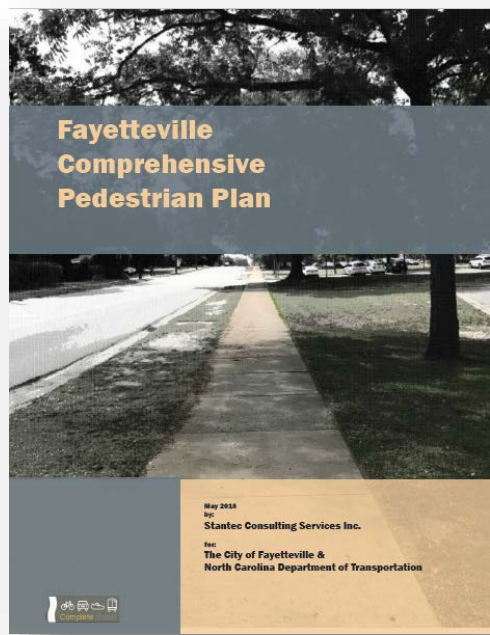
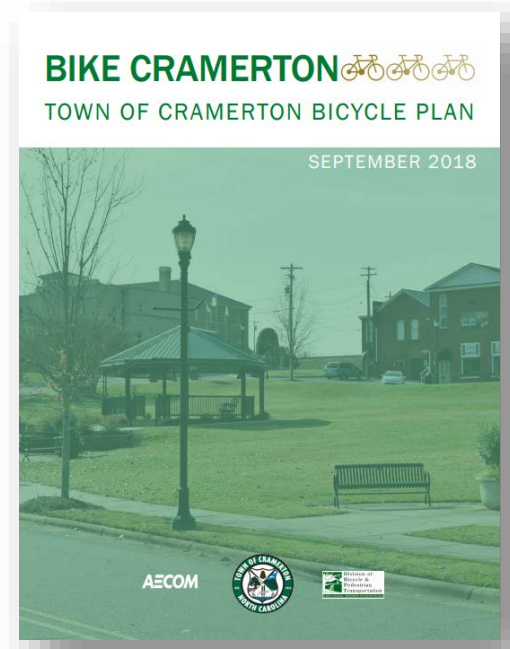
# Plans to Date



- \$450K per year = +/-10 plans
- 500 applications, 193 awarded  
(112 pedestrian, 51 bicycle, 29 joint, 1 corridor)
- Cover approximately 40% of the State
- \$5.5M awarded to date

# Purpose

- Develop a framework for a robust bike/pedestrian environment
- Generate STIP, incidental and local projects
- Strengthen ability to secure funding from outside sources
- Develop an approach for implementation
- Promote bike/ped education and safety in municipalities (standard plans)
- Develop policy amendments (standard plans)



# Website Resources

- Planning Grant Initiative –  
<https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Planning-Grant-Initiative.aspx>
- Example Plans -  
<https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Grant-Recipients-and-Completed-Plans.aspx>

# Application Process

- Key Dates
- Application Requirements
- Eligibility and Types of Plans
- Two Applications
- Local Match and Estimated Cost
- General Tips
- Implementation Survey

# Key Dates

Activity	Date
Issue Call for Proposals	August 17, 2018
<b>Application submission deadline - 5:00 pm (Thursday)</b>	<b>November 15, 2018</b>
Awards Committee makes recommendations to NCDOT	January 2019
Board of Transportation gives approval	February 2019
Municipalities notified of award	February 2019
Municipal Reimbursement Agreement executed and Notice to Proceed issued (and consultant assignments)	Within 6 months from award notification
Plan completion deadline (standard plan)	Within 12 to 18 months from Notice to Proceed

The **Awards Committee** includes DBPT staff and individuals with professional experience in developing, administering, and/or implementing bicycle plans and pedestrian plans. These individuals represent municipalities of varying sizes, MPO's and RPO's, COG's and other appropriate agencies and organizations.

# Application Requirements

- Accepted via email only – digital format only – fillable PDF document
- Resolutions from locality and MPO/RPO (December 31, 2018)
- Signature of an authorized city/town/county staff member
- Agreement to participate in implementation survey
- Attachments resumes, municipality map, municipal resolution, MPO/RPO resolution, letters of support, copies of previous plans (online info), photos

The screenshot shows the 'Connect NCDOT BUSINESS PARTNER RESOURCES' website. The navigation menu includes 'Local Governments', which is currently selected. Below the menu, the 'Planning' sub-section is active. The main content area is titled 'Planning Grant Initiative' and provides guidelines for the NCDOT Bicycle and Pedestrian Planning Grant Initiative. A breadcrumb trail shows the path: Connect NCDOT > Local Governments > Planning > Planning Grant Initiative. The page is divided into three columns. The left column contains 'About the Planning Grant Initiative' and 'Updates and Key Dates for 2019 Cycle'. The middle column contains 'Overview'. The right column contains 'Applications & Instructions', which lists three PDF documents: 'Bicycle and Pedestrian Planning Grant Initiative Overview', '2019 Bicycle and Pedestrian Planning Grant Application', and '2019 Bicycle and Pedestrian Planning Grant Application - Project Acceleration Plan'. A green arrow points to the '2019 Bicycle and Pedestrian Planning Grant Application' link.

**Connect NCDOT**  
BUSINESS PARTNER RESOURCES

Home Help Site Map

Doing Business Bidding & Letting Projects Resources **Local Governments** Search...

Bridge Reuse Interagency Leadership Local Projects **Planning** School Transportation State Airport Aid State Street-Aid Utilities

## Planning Grant Initiative

Guidelines, procedures and resources for the NCDOT Bicycle and Pedestrian Planning Grant Initiative.

Connect NCDOT > Local Governments > Planning > Planning Grant Initiative

### About the Planning Grant Initiative

The NCDOT Division of Bicycle and Pedestrian Transportation and the Transportation Planning Branch created an annual matching grant program – the Bicycle and Pedestrian Planning Grant Initiative – to encourage municipalities to develop comprehensive bicycle plans and pedestrian plans. This program was initiated in January 2004 and is currently administered through NCDOT-DBPT.

The Planning Grant Initiative has been successful in its fourteen years - since 2004, 193 planning grants have been awarded. To date, a total of approximately \$5.5 million has been allocated to 190 municipalities and three counties through this grant program.

### Updates and Key Dates for 2019 Cycle

The Call for Applications is currently **OPEN**.

### Overview

[Bicycle and Pedestrian Planning Grant Initiative Overview](#) PDF

### Applications & Instructions

[2019 Bicycle and Pedestrian Planning Grant Application](#) PDF

[2019 Bicycle and Pedestrian Planning Grant Application - Project Acceleration Plan](#) PDF

[Application Instructions for Bicycle and Pedestrian Planning Grant Funds](#) PDF



# Eligibility and Types of Plans

## Eligibility

- All NC municipalities and Counties <50,000 population are eligible
- Municipalities who currently have a comprehensive bicycle and/or pedestrian plan at least five (5) years old may apply

## Types of Plans

- Bicycle, pedestrian, bicycle/pedestrian, project acceleration plan

	Bicycle	Pedestrian	Bicycle & Pedestrian	Project Acceleration Plan
less than 5,000	✓	✓	✓	✓
less than 10,000	✓	✓	✓	
over 10,000	✓	✓		

# Two Applications

- (1) Bicycle and Pedestrian Planning Grant Funds** – use this application if your community (or county) desires a comprehensive bicycle and/or pedestrian plan that offers an assessment of the entire community, that includes an extensive existing conditions analysis, followed by an approach for developing guidance and recommendations for varied aspects such as projects (short/mid/long-term), policy elements and programs and the strategies for implementation.
- (2) Project Acceleration Plan** – use this application if the population of your community is 5,000 or less and you feel your community would benefit more from an abbreviated plan focused on the identification of priority projects that are implementable for smaller communities with more limited resources.

	Standard Plan	Project Acceleration Plan
local match	around \$5,000	around \$3,000
timeframe	around 12 months	4 or more months
steering committee meetings	around 4	around 2
project identification	comprehensive evaluation	selected priority projects
programs & policies	customized recommendations	references to resources

# Local Match and Estimated Cost

Municipal Population	DOT Participation	Local Participation
Less than 10,000	90%	10%
10,000 to 25,000	80%	20%
25,000 to 50,000	70%	30%
50,000 to 100,000	60%	40%
Over 100,000	50%	50%

Population	Estimated Consultant Costs
Less than 5,000 (Project Acceleration Plan)	\$25,000 to \$35,000
Less than 10,000	\$40,000 to \$50,000
10,000 to 25,000	\$45,000 to \$60,000
25,000 to 50,000	\$55,000 to \$70,000
50,000 to 100,000	\$65,000 to \$100,000
Over 100,000	\$85,000 to \$190,000

# General Tips

- Read each question carefully. Answer all questions thoroughly and concisely – use only the space provided
- Reach out to our MPO/RPO for guidance and relevant info they maintain (planning documents, etc.)
- Utilize local staff members to answer the application questions, where possible
- Remember to note online references and materials where applicable
- See the “Selection Criteria” section of the *Bicycle and Pedestrian Planning Grant Initiative Program Overview* document for certain Selection Criteria items
- Demonstrate local support – application questions and letters of support
- Please contact us with questions

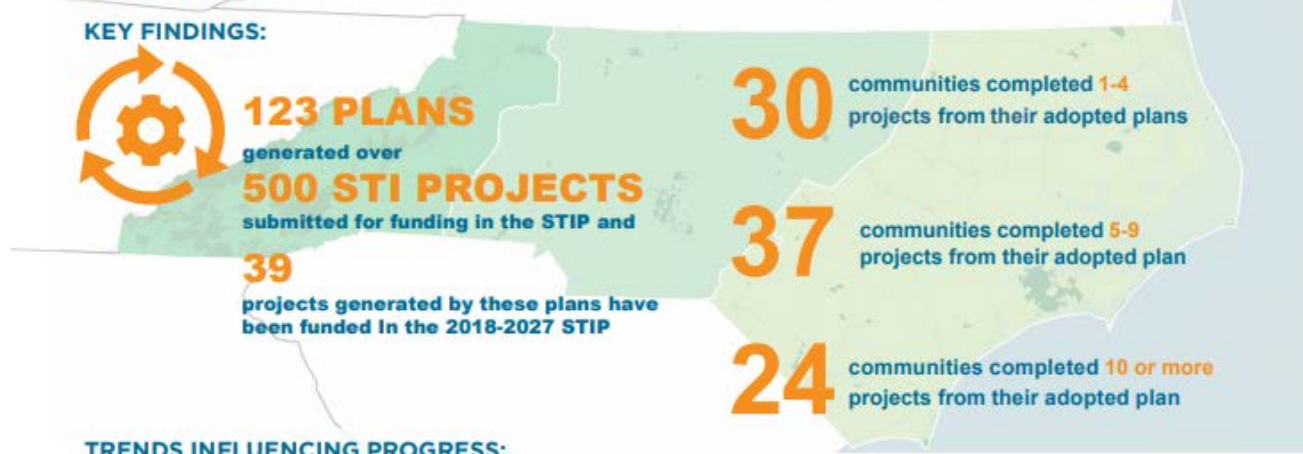
# Annual Implementation Survey

- Required by  
NCGS

**EXECUTIVE SUMMARY**  
Measuring Progress of **BICYCLE & PEDESTRIAN PLANS** in North Carolina  
APRIL 2018



The report summarizes implementation success to date for plans adopted since 2008 that were funded by the NCDOT's Bicycle and Pedestrian Division's Planning Grant Program.



**TRENDS INFLUENCING PROGRESS:**



**COMMUNITY SIZE**  
Smaller communities have fewer resources available to dedicate to design and construction of projects.



**PLAN ADOPTION YEAR**  
Communities with more recently adopted plans have had less time for implementation, relative to other communities.



**COMMON BARRIERS**  
Reported barriers to implementation were: 1) Funding, 2) Staffing, and 3) Coordination with Partner Agencies.



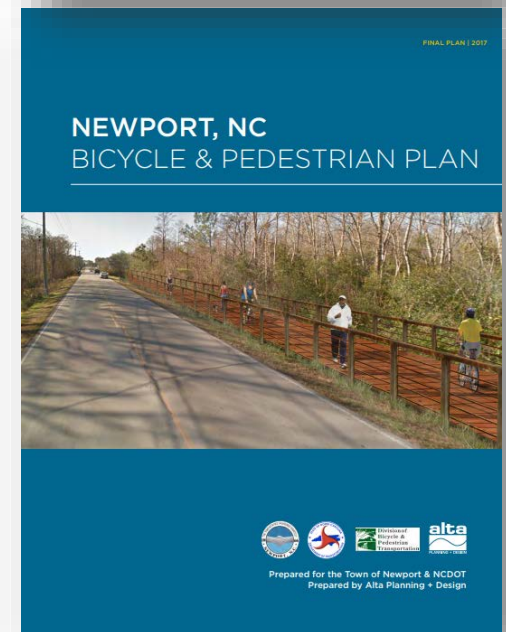
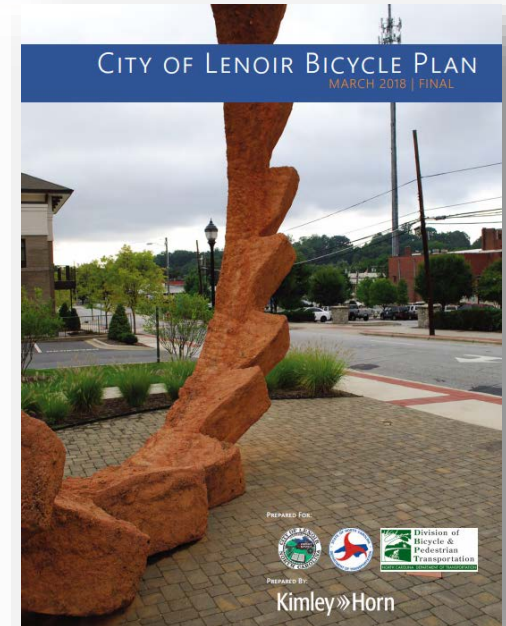
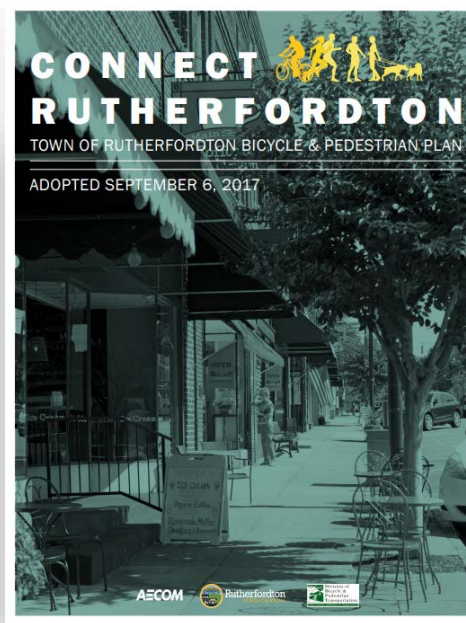
**POLICY & PROGRAM SUCCESS**  
Communities are using plans to implement bicycle and pedestrian policies and programs that support their goals.

# Plan Development

- Process
- Project Recommendations – Cutsheets and Renderings
- Program and Policy Recommendations
- Implementation

# Plan Development Process

- Reflect plan content standards
- Steering committee
- Public input – meetings, focus groups and survey tools
- Consultant research, fieldwork, existing conditions analysis
- Project recommendations
- Program and Policy recommendations (only standard plans)
- Plan implementation
- Plan review and adoption



# Project Recommendations

- Pedestrian – sidewalk, pedestrian countdown signal, crosswalk, mid-block crossing, pedestrian refuge, curb extension, signage
- Bicycle – bike lane, cycle tracks, sharrow, signage
- Multi-use path / greenway
- Other – traffic calming, road diet, speed limit reduction





# Cutsheets

## 4 OCEAN GATE PLAZA AND WEST GATE DRIVE MULTI-USE PATH

### Proposed Project at a Glance:

- Sector: Central Leland
- Facility type: Multi-Use Path
- Length: 3,000 ft (0.6 miles)
- Width: 10 feet
- Surface type: Asphalt
- Associated improvements: Wayfinding signage to mark distance to destinations, pavement markings, crossing improvements at parking lot entrances, landscaping

### Planning Level Cost Estimate:

- \$300,000

### Opportunities & Constraints:

The connection opportunities provided by this project will significantly increase when crossings and multi-use trails along US 17 are implemented (project 3).

This multi-use path must cross three entrances to the Shoppes at Westgate parking lot along Ocean Gate Plaza. Warning signs for motorists should be placed at these entrances.

High visibility crosswalks, curb ramps, and yellow warning signs for pedestrian crossing will be needed at the Ocean Gate Plaza/West Gate Drive intersection.

An existing and developing trail network at Westgate Nature Park connects this project to the park and residential neighborhoods to the east and south.

A short, existing segment of multi-use path along the southeastern terminus of Ocean Gate Plaza connects this project to the proposed South Leland Trail (project 5).

Existing utility boxes detract from the public space and could be hidden using landscaping.

### Existing Conditions:

- Presence of sidewalks varies on Ocean Gate Plaza; some segments have sidewalks on two, one, or none of the sides
- No sidewalks on West Gate Drive

### Pedestrian Trip Generators:

- Walmart and commercial center along US 17
- Westgate Nature Park
- Residential neighborhoods

### Location Map



### OPPORTUNITIES & CONSTRAINTS FOR PRIORITY PROJECT #1

The 10'-wide sidepath is proposed on the west side of Chatham Street, beginning at Westfield Road (connecting to project #2). It connects the neighborhoods north of the Newport River (a major barrier to mobility) to Newport River Park, Newport Middle School, and Fort Benjamin Park.

An approximately 150-foot long bridge is required over the Newport River.

Where the sidepath overlaps wetlands, a boardwalk is recommended to reduce wetland impacts and associated permitting requirements. Wood boardwalk is assumed for the cost estimate provided. See example of this type of facility (from Outer Banks, NC) on page 46.

No right-of-way acquisition is required for the project, which can be constructed within the roadway right-of-way and land owned by the Carteret County Board of Education. A minimum 5'-wide clear zone should be provided between the boardwalk and roadway in accordance with the AASHTO Guide for the Development of Bicycle Facilities.

The sidepath transitions from boardwalk to paved concrete trail north of Roberts Road. Concrete is recommended for paved portions for durability and consistency with sidewalks to which the trail connects.

The sidepath terminates at an existing sidewalk on the north side of Fort Benjamin Park.



# Cutsheet / Aerial Rendering



## GRANDY: INTERSECTION IMPROVEMENTS at CARATOKE HIGHWAY (US-158) & POPLAR BRANCH ROAD

The intersections of Caratoke Highway (US-158) and Poplar Branch Road and Walnut Island Boulevard attract significant pedestrian traffic from the neighborhoods on the east side of the highway who are traveling to key destinations on the west.

Currently, there are no sidewalks or crossing facilities at these intersections and as a result there have been **four pedestrian collisions reported between 2007 and 2014**.

See Map 5.3 (p. 80) for recommendations in the area.

### KEY DESTINATIONS

- » Walnut Island Park
- » The Carolina Club
- » Restaurants, Shopping, and Services
- » Residential Housing



### DESIGN CONSIDERATIONS

- 1 Pedestrian countdown signals and ADA-accessible ramps connecting to sidewalk at each end of the high-visibility crosswalks should be installed at each corner of the intersection.
- 2 Potential for median refuge island on Caratoke Highway given travel lane widths approaching the intersection.
- 3 A high-visibility crosswalk should be installed across Caratoke Highway allowing for residents to safely access the fast food restaurants.
- 4 A shared-use path along the east side of Caratoke Highway will give pedestrians a much needed access to restaurants along that strip.
- 5 To provide neighborhood access, a shared use path connection should be explored from Walnut Island Park to this intersection.
- 6 Add Pedestrian Warning Signs (MUTCD W11-2).



*This is not a design plan; precise locations and elements should be designed in accordance with engineering standards and NCDOT review.*



# Cutsheet / Rendering

NEWTON PEDESTRIAN PLAN



## Intersection Improvements

US 321 CORRIDOR EVALUATED FOR INTERSECTION IMPROVEMENT

- + W. 20th St
- + W. 15th St.
- + W. C St
- + W. A St./Radio Station Rd.
- + W. I St./South Newton Elementary School

INFRASTRUCTURE IMPROVEMENTS



## W. A St./Radio Station Rd.

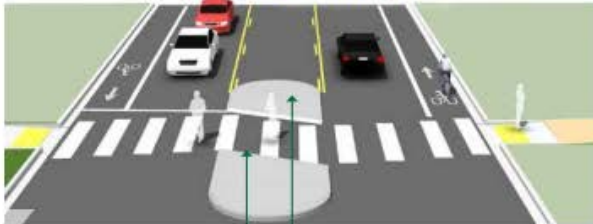
### INTERSECTION DESIGN CONSIDERATIONS

Detectable warning strips help visually impaired pedestrians identify the edge of the street

If used, a curb ramp should be the full width of the path



Crosswalk markings legally establish midblock pedestrian crossing



Cut through median islands are preferred over curb ramps, to better accommodate bicyclists.

Can be landscaped to assist in positioning by pedestrians with vision disabilities.

EXISTING



PROPOSED



Intersection at W.A Street/Radio Station Rd. at US 321

# Bike Lane Visualization



# Sidewalk Visualization



# Multi-use Path Visualization



# Crossing Improvement Visualization



**BEFORE**



**AFTER**

Wendell Boulevard and Hanor Lane intersection looking south.

# Crossing Improvement Visualization



**BEFORE**



**AFTER**

Wendell Boulevard and Wendell Falls Parkway looking east.



# Crossing Improvement Visualization



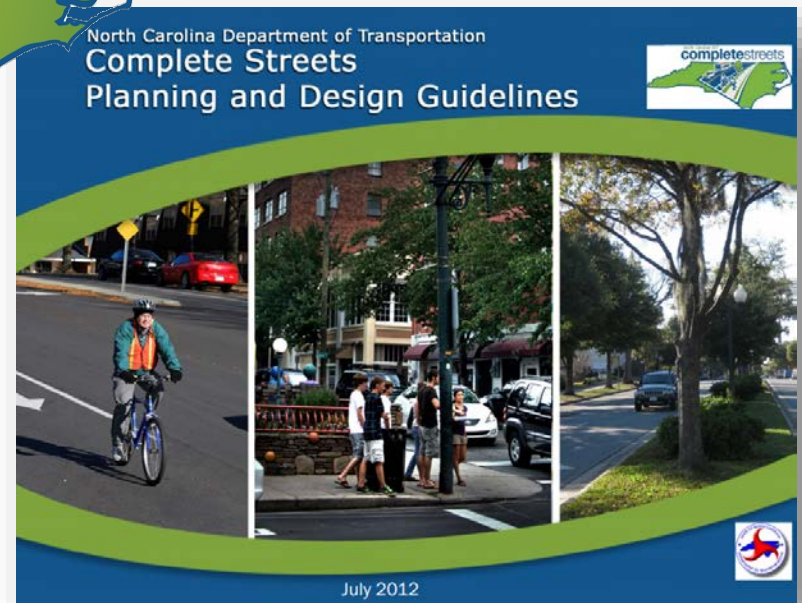
# Program Recommendations

- Walk/Bike to Work/School Day
- Safe Routes to School programs
- Let's Go NC! Curriculum
- Watch for Me NC
- Bike rodeos
- Bike rides and events
- Education/Enforcement – motorist, bicyclist, pedestrian, law enforcement



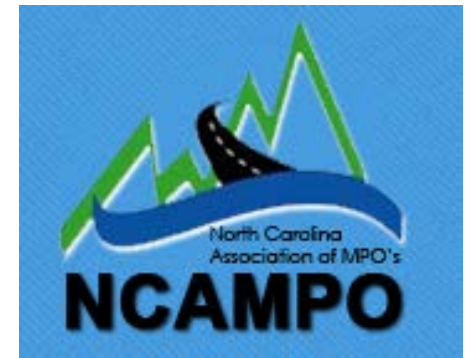
# Policy Recommendations

- Mandates in local development regulations
- Land use development policies that encourage walkability/bikeability
- Access management
- Connections between and within neighborhoods and other uses
- Parking lot design
- Design guidelines
- Complete streets



# Implementation

- Key action steps
- Identification of partners - responsibilities
- Bicycle/pedestrian advisory committee
- Funding resources
- Identification of STIP-ready projects
- Phase/lead agency for:
  - Construction of projects
  - Implementation of program recommendations
  - Policy revisions
- Coordination with local highway division



**NORTH CAROLINA**  
Department of Transportation

**ncarpo**

NORTH CAROLINA ASSOCIATION OF RURAL PLANNING ORGANIZATIONS

# QUESTIONS?

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