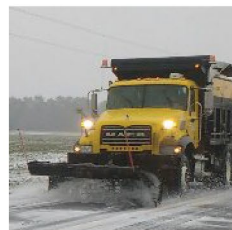
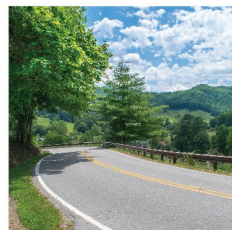
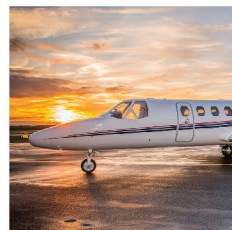


# NORTH CAROLINA

Department of Transportation



# Bicycle and Pedestrian Analysis

## Anson County CTP Update

Alex Rotenberry, AICP, NCDOT IMD  
Western Piedmont Regional Planner

August 18, 2022

# Topics

- **BRIEF Integrated Mobility Division Introduction**
- **Goals of Bike and Ped Planning**
- **Complete Streets Policy Highlights**
- **How a Plan Becomes a Project**
- **Potential Funding Sources**
- **Bike and Ped Analysis Elements**
- **Analysis of Crash Data**

# IMD GOALS



## Increase Access

Eliminate transportation barriers and ensure all North Carolinians have equal access to opportunities and services.



## Enhance Quality of Life

Offer a convenient network of multimodal choices to enhance the quality of life for North Carolinians.



## Ensure Safety

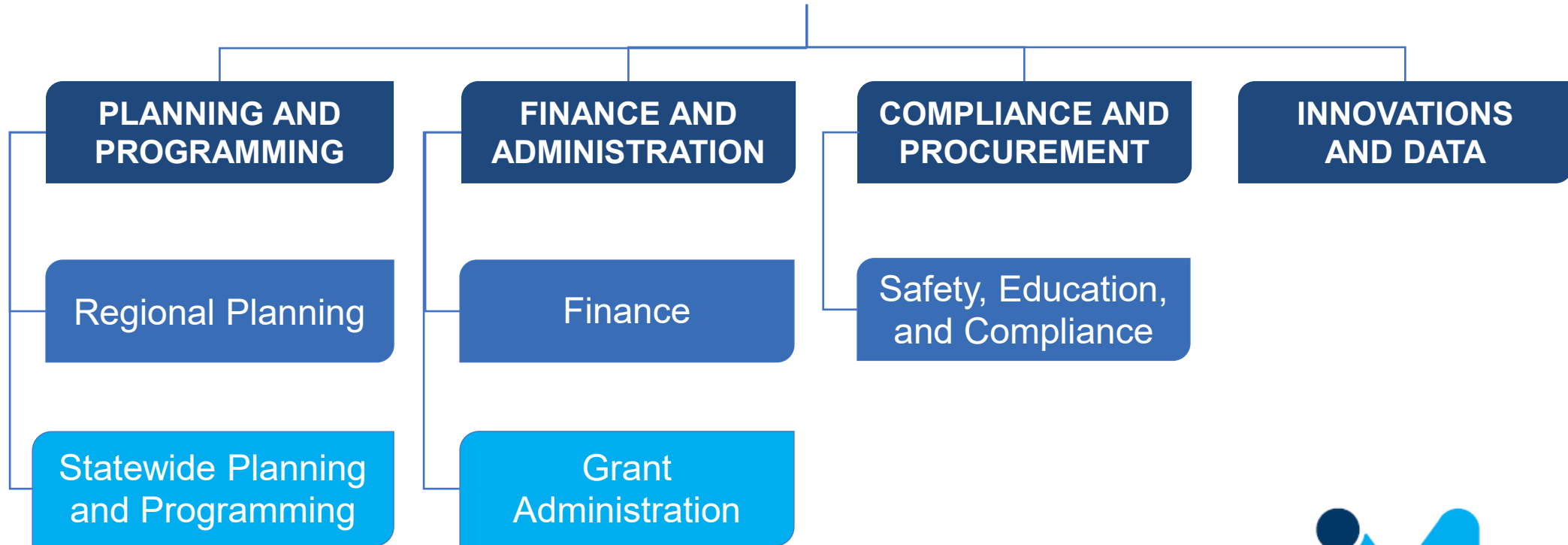
Ensure all road users can travel safely by building complete streets and proactively correcting areas susceptible to crashes involving vulnerable road users.



# MISSION

Provide leadership for safe, affordable, and innovative multimodal transportation throughout North Carolina

# DIRECTOR



Integrated Mobility Division

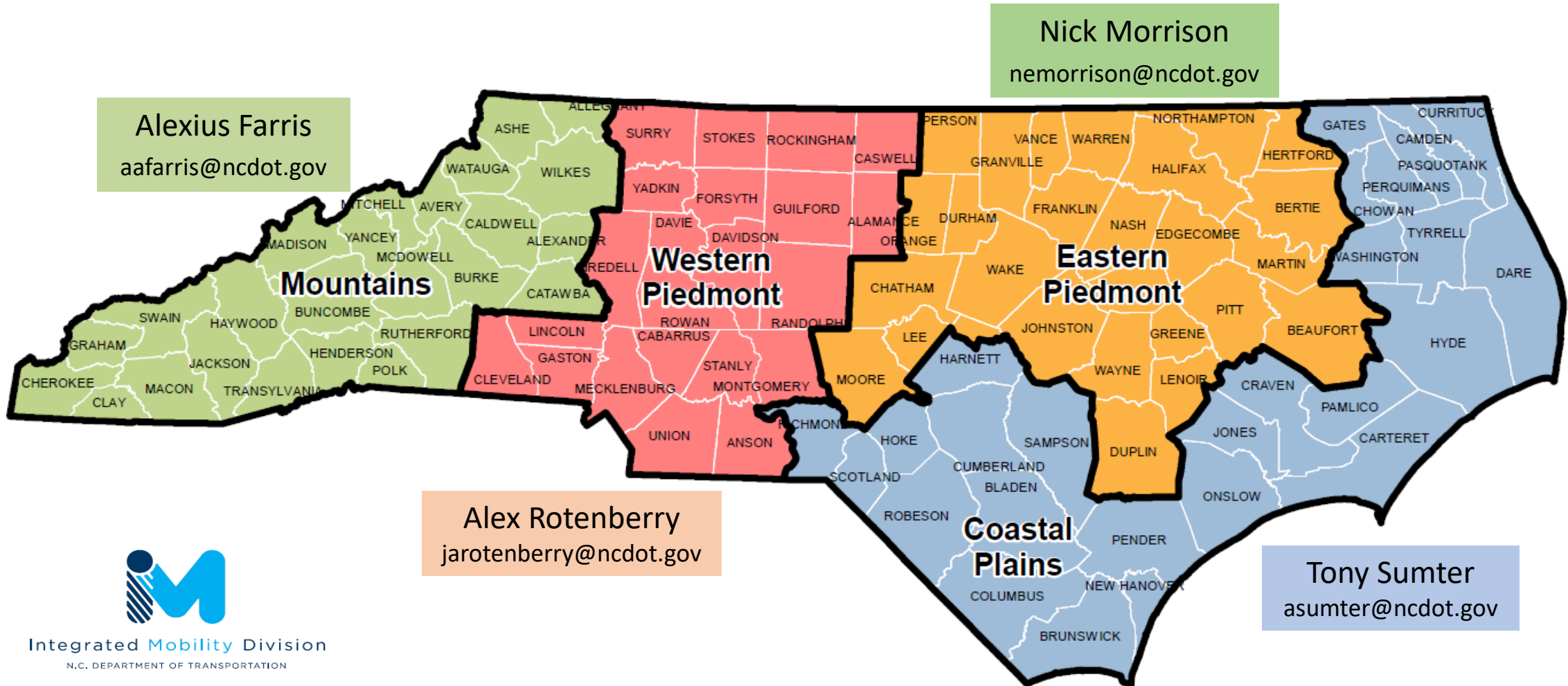
N.C. DEPARTMENT OF TRANSPORTATION

# Regional Planning

Manager – Bryan Lopez

- Engagement with Transportation Planning Division and CTP's
- Engagement with MPO's
- Project Administration: Multimodal Planning Grants
- Technical assistance with facilities or implementation process
- General coordination

# IMD Regional Planner Contacts

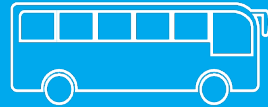


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[Link for Regional Contact Information](#)

# Goals of Bike and Ped Planning

- **Safety**
- **Connectivity**
- **Access**
- **Mobility**
- **Triple Bottom Line**



# Goals of Bike and Ped Planning

## ■ Safety

Reducing traffic deaths, Vision Zero

## ■ Connectivity

Connectivity of the infrastructure system (Bike and Ped Network)

Research indicates better connectivity increases bike-ped traffic

## ■ Access

Access to destinations (specific service or activity), typically within a travel shed

Often measured by accessible destinations within a given timeframe

E.g., access to jobs within a 30min commute

## ■ Mobility

Ability to move from place to place and engage in society, daily life

Impacted by:

- Physical ability / Disability
- Options within the system
- Connectivity of the network
- Affordability / Vehicle ownership, etc.

## ■ Triple Bottom Line

Equity, Environment, Economy





# Complete Street Policy

## ■ Complete Streets Policy adopted in 2019

Requires NCDOT to consider and incorporate multimodal facilities as part of all projects (with some exceptions)

NCDOT pays full cost of multimodal facilities if (1.) facilities are identified in a qualifying transportation plan, and (2.) need is identified during complete street evaluation process

Qualifying transportation plan is primarily a CTP, or other locally adopted plans that meet transportation needs and design standards.

2019 policy references AASHTO, NACTO, and FHWA for design guidance in addition to NCDOT Roadway Design Manual.

Complete Streets Project Sheet is created as part of PDN to document multimodal evaluation

NCDOT created Complete Street Core Technical Team to further develop policy and guidance

## ■ Access to Complete Streets Website

[Complete Streets \(ncdot.gov\)](https://www.ncdot.gov/CompleteStreets/)



# How a Plan Becomes a Project

## 1 Planning

Various Planning Studies

Feasibility Studies

Multimodal

MTP/CTP

Bike & Ped

## 2 Prioritization

Selection for Funding

STI Prioritization

STGDA, Local, Other

## 3 Programming

STIP (State Transportation Improvement Program) or CIP

## 4 Project Development

Engineering Work

Environmental Permitting

Right of Way

## 5 Implementation

Bidding

Construction

# Funding Framework

## ■ Federal Funding Source

Directed through State agencies to Local Governments

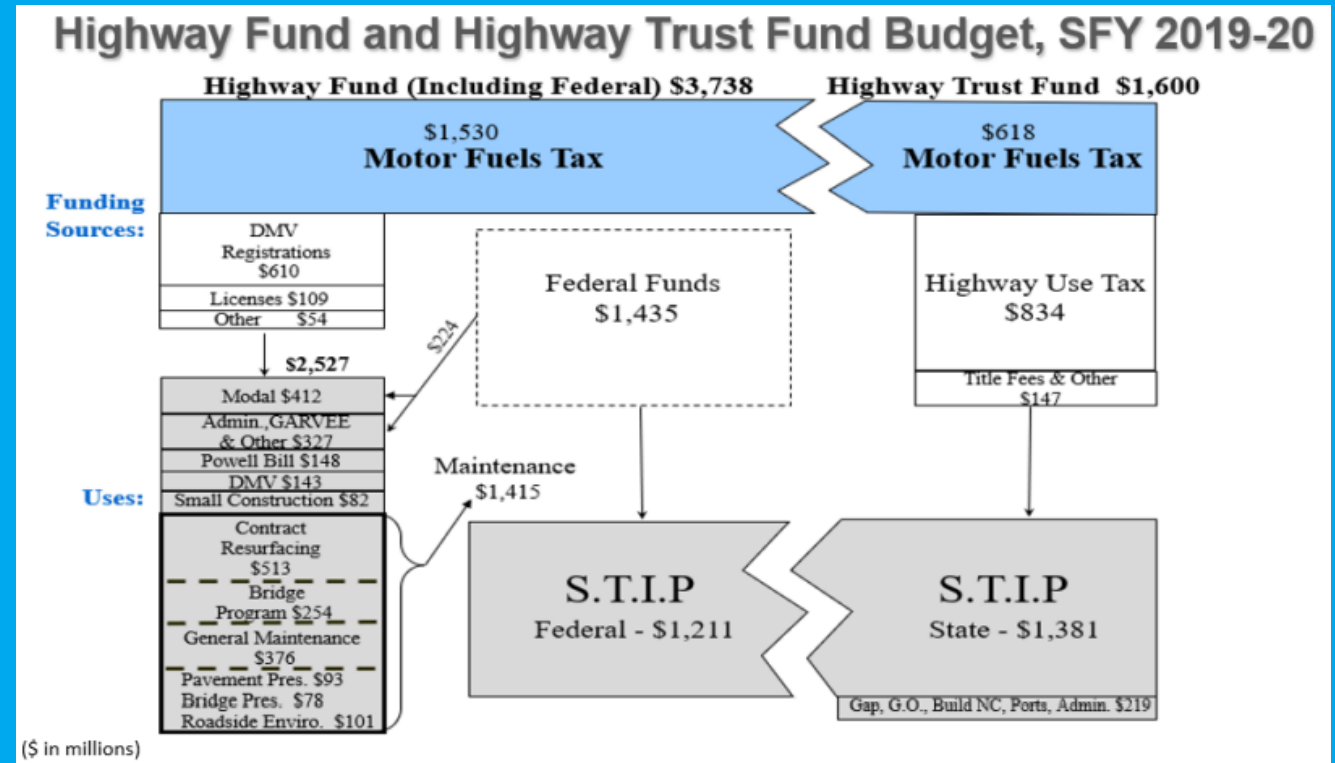
Requires a Local match (with some exceptions)

## ■ State Funding Source

Funding through STI

Allocated through a Strategic Mobility Formula

Distributed under a construction schedule (STIP)



# State & Federal Funding Programs

- NCDOT State Transportation Improvement Program
- NCDOT Small Construction Funds / High Impact Low Cost Funds / Economic Development Funds / Statewide Contingency Funds
- NC Parks & Recreation Trust Fund (PARTF)
- NCDOT Spot Safety Program
- NCDOT Highway Maintenance Improvement Program (HMIP)
- NCDOT Highway Hazard Elimination Program
- USDA
- Community Development Block Grant (CDBG) / NC Dept of Commerce Programs: Main Street Solutions Funds / Downtown Revitalization Funds
- / Rural Infrastructure Grant Program / Appalachian Regional Commission Funds
- Congestion Mitigation / Air Quality Program (CMAQ)
- Surface Transportation Block Program (STBG)
- Safe Routes to School
- Transportation Alternatives (TA)
- Highway Safety Improvement Program (HSIP)
- Recreational Trails Program (RTP)

# Local Funding Strategies

- General Fund
- Capital Improvement Program
- Capital Reserve Fund
- Powell Bill Program
- Special Tax Assessments / Tax Increment Financing / Municipal Service District
- In-Lieu of Fees
- Impact Fees
- Municipal Vehicle Tax
- Developer Funded Facilities
- Bond Initiatives
- County Tourism Grant
- Local Foundation – Private / Non-Profit Funding
- NCDOT Maintenance

# Bike and Ped Analysis Elements

Review of existing plans

Analysis of Origins / Destinations

Crash/Safety Data Analysis

Equity Analysis

Demand and Future Demand Analysis

Tools

Gap Analysis

Bicycle Level of Service

Bike & Ped Demand Estimation Map

Access to Transit

Community Input

## [NCDOT Bicyclist and Pedestrian Crash Map \(arcgis.com\)](#)

- **Safety Data unit within NCDOT**

Provides full detail analysis upon request.

# Analysis of Crash Data





Integrated Mobility Division

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**Thank you!**

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jarotenberry@ncdot.gov