

CTP – Collect Bike Data

Description

The purpose of this procedure is to provide a consistent methodology to integrate and document all pertinent bicycles planning information into the CTP study. It is important to involve the Bicycle and Pedestrian Division early in the CTP process in order to obtain accurate and timely data.

Responsibility

TPB Project Engineer (PE) – to cooperate with NCDOT Bicycle and Pedestrian Division (DBPT), as well as local data sources on collecting the necessary bicycle data and to create standardized maps in the CTP Report based on the appropriate data. □

Scheduling and Time Constraints

All the bicycle related information should be requested during the needs assessment step of the CTP process and should be integrated into the Alternatives Analysis step of the CTP. The final CTP documentation and maps should be completed with all appropriate information and approved by the TPB management.

Procedure

Step	Action
1	<p>The TPB engineer will determine whether existing bicycle routes and maps are available within the assigned CTP study area. The following information should be researched and collected (separately or concurrently):</p> <ul style="list-style-type: none"> Find out if there are any signed bicycle routes within the assigned CTP area. These signed routes are developed by the NCDOT DBPT, and are classified as either statewide routes (such as the “Mountains to Sea” route) or as county/municipal routes. To determine whether an area has any statewide or county/municipal-signed routes, go to the DBPT web site http://www.ncdot.gov/travel/mappubs/bikemaps/. Statewide routes are listed under the heading “Highways Maps”; counties or municipalities with signed routes are listed under “Regional and Local Maps” or “Urban Maps.” Download the bicycle routes shapefiles from the CTP GIS Data spreadsheet.- NC BikeRoutes (existing NC bike routes) and NC_SBR , bike route system approved by BOT in December 2013 as part WalkBikeNC Statewide Pedestrian and Bicycle Plan. The engineer can use this shapefile as a starting point for the Bicycle CTP map. Any roadway that is included as part of a signed route should be considered for bicycle improvements, and must therefore have bicycle road attribute data collected. If the CTP study area has a local map (county or municipal bicycle maps), they can be downloaded from the above web site or a paper copy of the map may be requested from the DBPT. These maps will show routes that have been determined by NCDOT and the local area to be particularly suited to bicycling (this can be very helpful in determining the need for bicycle facility improvements

	as part of the CTP).
2	<p>Open the Template for the CTP Bicycle Map from the shared drive (S:\Shared\TPB Reference\Comprehensive Transportation Plan\CTP Map Templates\). Clip the statewide shapefiles to your county or planning area boundary and use current CTP style file symbology to show all available facilities in your area.</p> <p>Create the CTP Bicycle Map for the CTP study area and present it to your CTP committee for review.</p>
3	<p>The TPB engineer should determine whether the local area being studied has a bicycle plan developed as part of the DBPT's Planning Grant program. (Only municipalities, not counties, are currently eligible for this program.) A list of the areas that have completed these plans can be found on the DBPT web site under the heading "Statewide Pedestrian and Bicycle Plan"</p> <ul style="list-style-type: none"> • In any area that has one of these plans, it should serve as the baseline for bicycle recommendations in the CTP. A copy of completed plans will be provided to each of the TPB Planning Groups once the DBPT has approved them. • If a bicycle plan is currently underway in the CTP study area, the TPB engineer should contact the local government that is doing the plan to find out the schedule for completion. (This may help determine the schedule for the development of the CTP.)
4	<p>The TPB engineer should contact the local planning department(s) and the RPO or MPO in the CTP study area to find out if any local bicycle plans have been developed outside the state's planning grant program. These plans can also be used to help identify potential bicycle needs.</p>
5	<p>The TPB engineer needs to determine if there are any pedestrian or greenway plans that have been developed for the CTP study area. Often, greenways and multi-use paths that are intended to serve bicycle travel might be shown in the pedestrian plan or greenway plan. These plans might be developed as part of the state's planning grant program, developed by a local government, or developed by an RPO or MPO. Check the web site noted in Step 2 to determine if there are any pedestrian plans available through the planning grant program (contact the local government, RPO, or MPO to find out if these agencies have any applicable plans). [For additional information, refer to "Collect Pedestrian Data" procedure]</p>
6	<p>Once any applicable plans are collected, the TPB engineer must determine which roads in the study area correspond with signed or mapped routes, or with improvements recommended in the bicycle plans. These roads, in addition to the roads being studied as part of the CTP highway element, will need specific road attribute data collected and verified. The necessary data includes the following:</p> <ul style="list-style-type: none"> • number and width of travel lanes on roadway, • presence of paved shoulders or bicycle lanes, • posted speed limit, and • traffic volumes <p>Most of this information was collected as part of the highway element data collection process, but any missing data will need to be obtained.</p> <p>The best source for the lane and shoulder data is the NCDOT Pavement Conditions web service. Speed limit information can be obtained from NCDOT Speed Limits web service, the Traffic Engineering & Safety Systems Branch or Division/Regional</p>

	Traffic Engineers, and traffic volumes can be obtained from the NCDOT AADT web service.
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Policy, Regulatory, and Legal Requirements

[NC GS 136-66.2](#) states, “In the development of the [CTP], consideration shall be given to all transportation modes including, but not limited to, the street system, transit alternatives, bicycle, pedestrian, and operating strategies.”

P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act ([MAP-21](#)) states, “working closely with stakeholders to ensure that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths.”

Resources

[WalkBikeNC](#) - NC Statewide Pedestrian and Bicycle Plan

[GO!NC](#) - NCDOT GIS Data online

Background

Record of Revision

The information contained in this procedure is deemed accurate and complete when posted. Content may change at any time without notice. We cannot guarantee the accuracy or completeness of printed copies. Please refer to the online procedure for the most current version. Contact TPB Staff Engineer with all the questions about this procedure.

Version	Section Affected	Description	Effective Date
2.0	Whole procedure	Updated procedure with new template, and available GIS data from the DBPT	9/18/2014

Flowchart