

# Implementing Bicycle & Pedestrian Infrastructure:

---

OVERVIEW OF NC'S STRATEGIC TRANSPORTATION INFRASTRUCTURE  
(STI) LAW/PROCESS

Karyl Fuller, Isothermal Rural Planning Organization (IRPO)

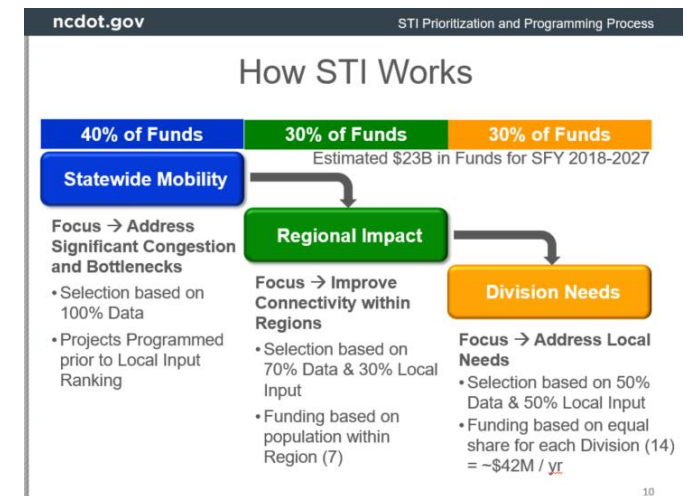
# History

- Started from House Bill 817. Adopted on June 26, 2013 with overwhelming support. The law covers all modes of transportation from highways to ferries to bicycle and pedestrian projects
- Prioritization 3.0 started in 2014 and the draft 2016-2025 Statewide Transportation Improvement Program (STIP) was released in December 2015
- SPOT 4.0 Workgroup met from September 2014-May 2015
- Prioritization 4.0 started in 2015 and the draft 2018-2027 STIP was released in January 2017
- SPOT 5.0 Workgroup met from October 2016-June 2017
- Currently, we are a third of the way through Prioritization 5.0 which began in July 2017

# Prioritization 5.0 Overview

## Three Tiers

- Statewide
  - Significant Aviation, Rail (freight) and Highways qualify: All the Interstates and some of the US routes
  - Completely Data-driven from SPOT 5.0. **No local input**
- Regional
  - Regionally significant Aviation, Rail, Public transit and Highways qualify: Highways include all US routes and NC routes
  - 70% of the score is the SPOT 5.0 Quantitative Score. 30% is Local Input, split between M/RPO and Division(s) that the project is in.
- Division
  - All local Aviation, Public Transportation, Rail, and Bike/Pedestrian and Secondary Routes. 50% of the score is the SPOT 5.0 Quantitative Score. 50% is Local Input, split between M/RPO and Division(s) that the project is in.
- All routes can cascade from the top to the bottom
- Non-highway projects receive 4% of all the funding at the Regional and Division Tier. At the Division tier, each Division gets a minimum of 2%. Non-highway projects can represent up to 10% of all the funding, but traditionally it is 4-5%.



# Bicycle/Pedestrian Infrastructure and STI

---

## ■ Incidental

- If Bicycle and/or Pedestrian accommodations are incidental to a highway project, then the project can be entered as a highway project. For sidewalk, there is still a local match, see chart. However, typically the cost is just the actual construction of the sidewalk: no ROW costs, no engineering, no earthwork
- Project is submitted at the tier level of the highway

MUNICIPAL POPULATION	PARTICIPATION	
	DOT	LOCAL
> 100,000	50%	50%
50,000 to 100,000	60%	40%
10,000 to 50,000	70%	30%
< 10,000	80%	20%

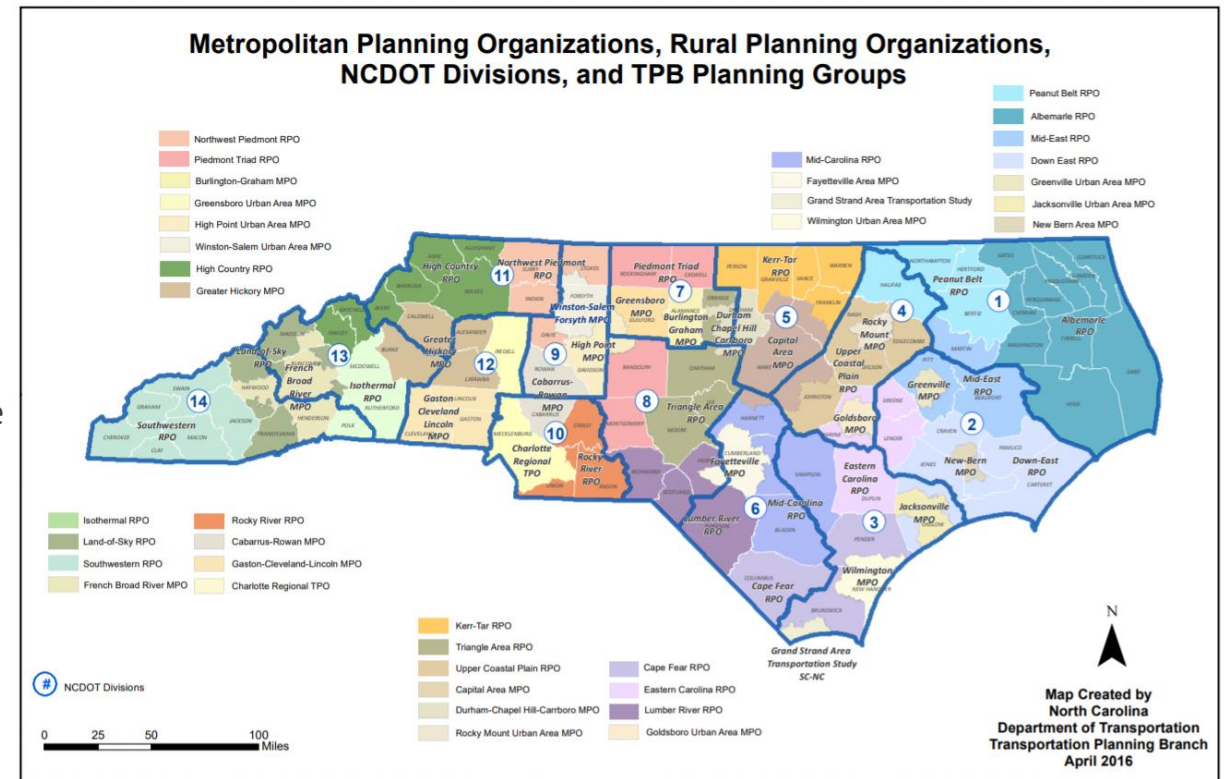
## ■ Bicycle and/or Pedestrian project

- All are submitted at the Division Tier
- 20% Local Match required of the total project cost
- No state funds can be used except Powell Bill funds

# Bicycle/Pedestrian Project Scoring

- Before a Bicycle and/or Pedestrian project can be submitted, it must be in a Plan
  - Any plan that has been locally adopted, including Comprehensive Transportation Plans (CTPs), NCDOT funded Bicycle and/or Pedestrian Plans, Safe Routes to School Plan or a locally funded plan qualify
- After a project has been submitted, it received a Quantitative SPOT score
  - Represents 50% of the Total Score, since bike/ped are at the Division Tier
  - Includes 5 sub-scores: safety, access, demand/density, connectivity and cost effectiveness
- 50% of the score is Local Input
  - 25% from M/RPO
  - 25% from the Division
  - Difficult to get projects funded without receiving some points from the Division as well as the M/RPO

Bicycle & Pedestrian
Safety
Access
Demand/Density
Connectivity
Cost Effectiveness



# Recommendations

- Prioritization 6.0 will likely not begin until 2019 or 2020
- Now, is the time to plan for bicycle/pedestrian infrastructure
  - Even if it is not funded for 10+ years, a bridge may be replaced sooner, and NCDOT will consider bicycle/pedestrian accommodations for bridges, especially if it is in a plan
- Work with M/RPO to get bicycle/pedestrian infrastructure as part of a highway modernization/widening project, if possible
- Work with local jurisdiction and M/RPO to get project submitted
- To Receive Local Input Points from the M/RPO
  - Quantitative SPOT score matters (50% of the Score). Few M/RPOs will provide local input points for a project that score poorly
  - Some M/RPOs will require a letter showing that jurisdiction will provide the 20% match
- Even if funded, the timeline is long. It is a 10-year Plan, and only the first 5 years is committed funding
- But It Can Be Done
  - EB-5917—Construct Rail Trail improvements from State Street to College Drive—Committed (Construction 2022).
  - EB-5916—Construct greenway from US 70 to Resistoflex Road—Committed (ROW 2022).
  - EB-5753--Sidewalk along Baldwin Ave. from Perry Street to Wayne Street.—Committed (ROW 2022)
  - EB-5759—Build Sidewalk on Peniel Road from Walker Road to Wheeler Road—Committed (ROW 2018)
  - EB-5915—Construct multi-use trail from Oakland Road to Forrest Hunt Drive—Committed (Construction 2022)
  - R-5840—Add paved shoulders to NC 9 from US 74 to NC 108—Committed (ROW 2020)

# Resources

---

- STI Information

- <https://connect.ncdot.gov/projects/planning/pages/prioritizationresources.aspx>

- STIP Information

- <https://www.ncdot.gov/strategictransportationinvestments/2018-2027.html>

- STIP Viewer (Online Map)

- <http://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=cb02f4f828974670ad01bb83be91b18c>

- MPO/RPO Contacts:

- <https://connect.ncdot.gov/projects/planning/pages/mpo-rpo.aspx>

**Prioritization Resources**  
Read More →

**Metropolitan Planning Organizations (MPO)**  
Read More →

**Rural Planning Organizations (RPO)**  
Read More →

**Employee Directory**  
Staff contacts for *Metropolitan Planning Organizations*.

**Employee Directory**  
Staff contacts for *Rural Planning Organizations*.

# Questions?

---

Karyl Fuller  
RPO Director  
Isothermal Planning & Development  
Commission  
111 W. Court St.  
Rutherfordton, NC 28139  
(828) 351-2331  
c (828) 442-5066  
f (828) 351-2423

[kfuller@regionc.org](mailto:kfuller@regionc.org)

[www.isotheermalrpo.org](http://www.isotheermalrpo.org)



# Bicycle/Pedestrian Scoring—A Deeper Dive

ncdot.gov		P5.0 Workgroup Recommendations
Bicycle & Pedestrian Scoring		
Criteria	Measure	Division Needs (50%)
Safety	(Number of crashes x 40%) + (Posted speed limit x 20%) + (Crash severity x 20%) + (Project safety benefit x 20%)	15%
Access	(Destination Type x 50%) + (Distance to Prime Destination x 50%)	10%
Demand/Density	# of households and employees per square mile near facility	10%
Connectivity	Degree of bike/ped separation from roadway, connectivity to a similar or better project type, <a href="#">part of/connection to a national/state/regional bike route</a>	10%
Cost Effectiveness	(Safety + Access + Demand + Connectivity) / Cost to NCDOT	5%