

MPO
Conference
2016



Complete Streets Advocacy





What Are Complete Streets?

Complete Streets are streets for everyone, no matter who they are or how they travel.





Every Trip Begins and Ends With Walking





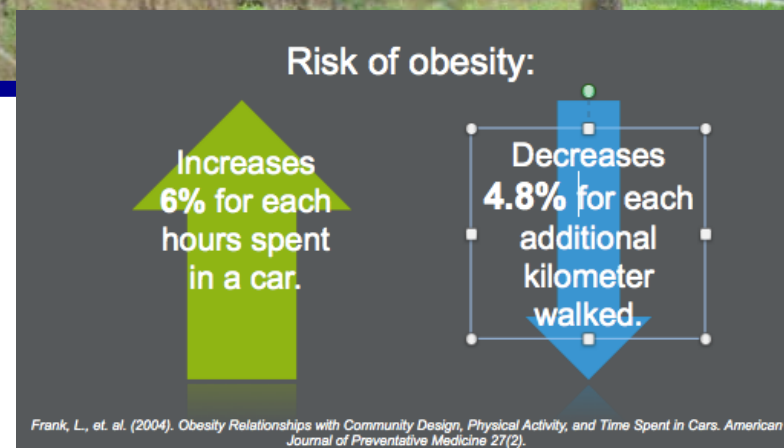
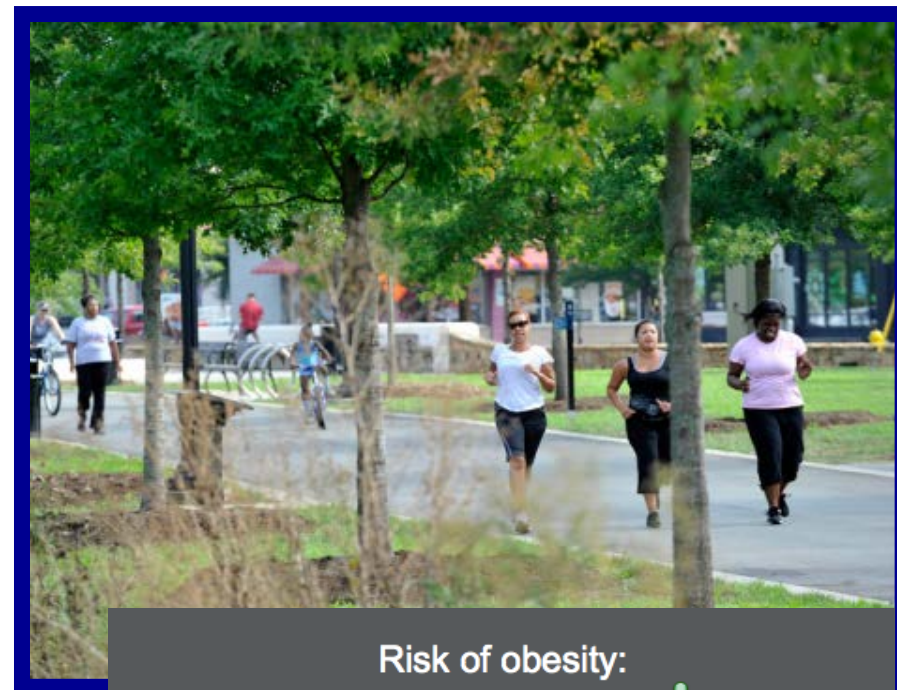
Walking & Biking – Why Focus

HEALTH

- 2/3 (66%) Adults overweight or obese
- 5th worst in nation for childhood obesity
- 4 out of 10 leading causes of death in US are obesity related

SAFETY

- NC one of least safe states - 44th for bicycling & 41st for pedestrian - in Nation
- Since 1997, someone has died every 46 hours while walking or bicycling along NC roads.
- African-Americans are disproportionately represented in these fatality rates





Walking & Biking – Why Focus

CHANGING DEMOGRAPHICS

- NC 9th largest population, growing and rapidly urbanizing
- Aging, Greying, Browning
- Many seniors don't drive and half of those would like to get out more
- Millennials are driving less and want transportation options



By Lasse Lindholm, City of Copenhagen



MOBILITY

- NC commuter rates lower than average (0.2% bike, 1.8% walk) (41st/42nd)
- Germany and Denmark are at 34% commute and Netherlands at 51%





Complete Streets Can Benefit Communities

- Choices
- Equity
- Improve Safety
- Transit Network
- Better Health
- Stronger Economies
- Reduce Costs
- Smarter Growth





Benefits - Economy and Equity

- Transportation is second largest expense for families: ~18% of budget
- Low income households can spend up to 55% of budget on transportation.
- Complete Streets give people more control over their expenses





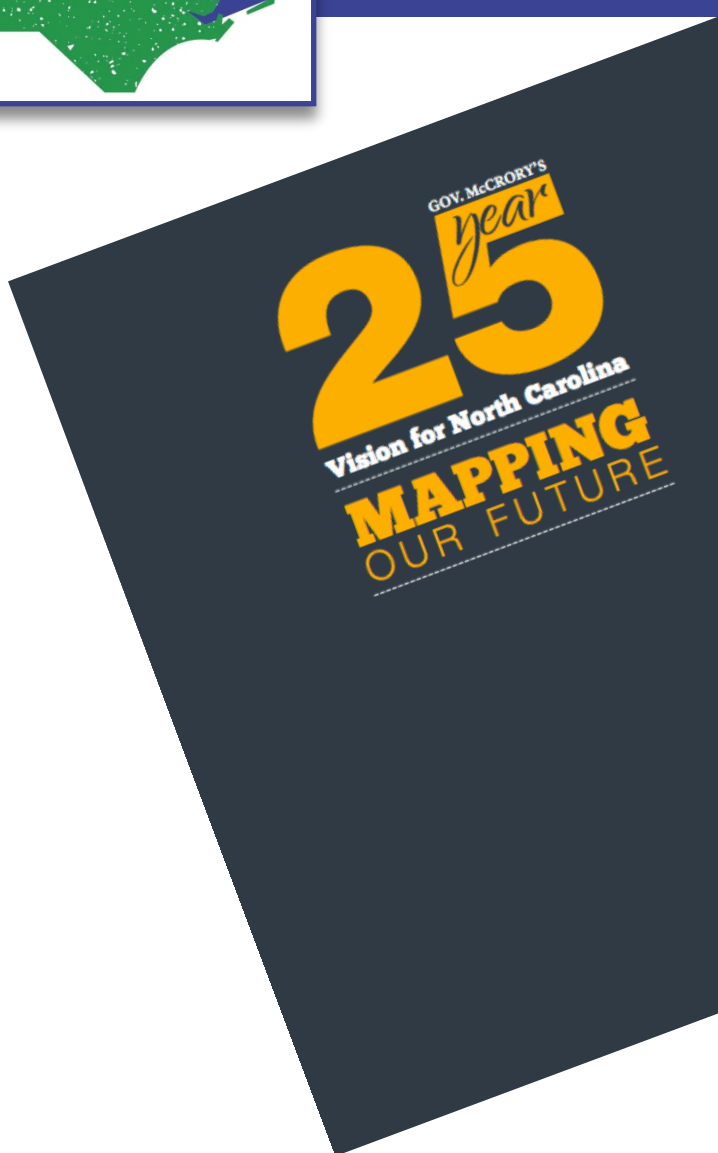
Benefit – Better Development

- Millennials and Downsizing Boomers preferring walkable/bikeable neighborhoods
- Market Demanding these communities
- Businesses are moving to places younger adults want to live





NC Has Complete Streets Policy



INVESTING IN SOLUTIONS

Strengthen Maintenance of our Existing Facilities



- Evaluate and improve the prioritization system for funding maintenance projects to implement an authentic, needs-based program.
- As funding solutions are determined, ensure an increased percentage of revenue directed toward maintenance.
- Identify opportunities for using public-private partnerships to fund maintenance needs.



Improve Public Transportation Network including Passenger Rail



- Expand access to mass transit options in high-growth areas to accommodate a changing demographic and address congestion issues.
- Expand access to public transportation options for people in all regions of the state to accommodate local transportation needs and enhance the quality of life throughout the state.
- Expand access to passenger rail options in all regions of the state to accommodate a changing demographic, address congestion issues and meet regional transportation needs.



Expand Bicycle and Pedestrian Network Statewide



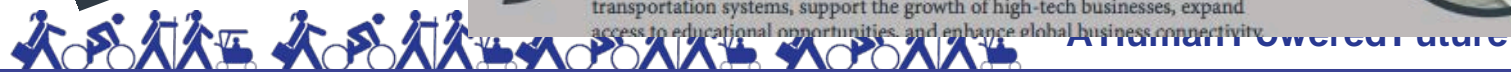
- Implement Walk/Bike NC, the North Carolina Statewide Pedestrian and Bicycle Plan, enabling the state to become a premier place for walking and bicycling.
- Continue the implementation of the North Carolina Complete Streets Policy to make it easier and safer for people to walk, bicycle, drive or use public transportation services.
- Support the completion of statewide and regionally significant bicycle and pedestrian systems in order to provide transportation options and promote the "great trails state" brand.



Support Greater Broadband Connectivity through Existing Right of Way



- Support the expansion of broadband access, using existing right of way where possible, to establish the foundation for connectivity required for intelligent transportation systems, support the growth of high-tech businesses, expand access to educational opportunities, and enhance global business connectivity.

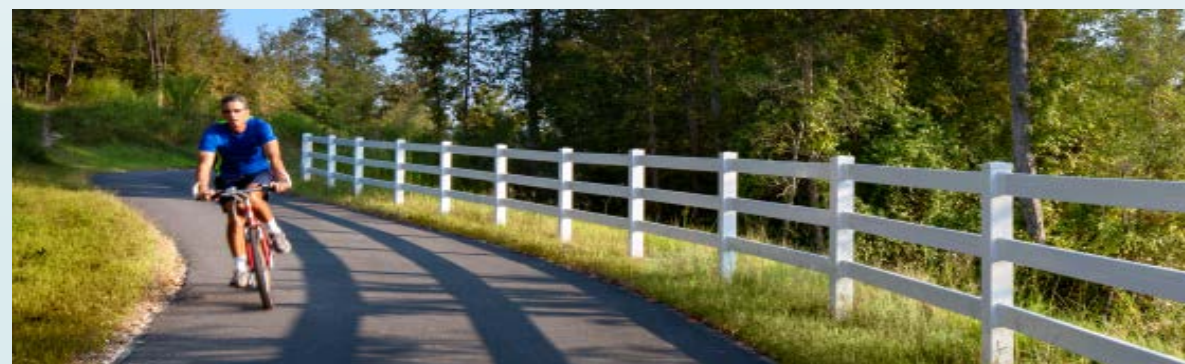


A Human Powered Future



Legislative Trends - Disconnect

- Many Municipalities “Get it”
- State Has Complete Streets Policy
- BUT
 - Often the main thoroughfares are in NCDOT’s jurisdiction
 - Complicated funding systems
 - Municipalities are being asked to cover much of costs





NC 2009 Complete Streets Policy

“NCDOT’s planners & designers will consider & incorporate multimodal alternatives in the design & improvement of all appropriate transportation projects...

Routine maintenance projects may be excluded from this requirement if an appropriate source of funding is not available.”

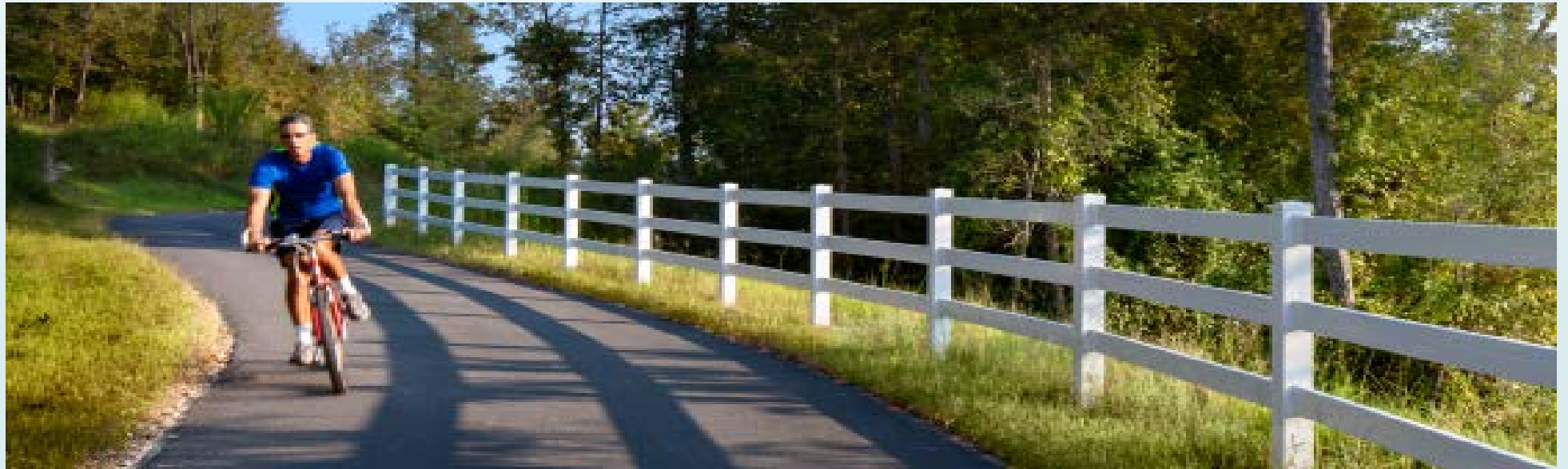
- North Carolina Department of Transportation
Complete Streets Planning & Design Guidelines





Legislative Trends

Funding Reduced for Bike/Ped Stand-Alone Projects
unlike roads, considered a “local” issue





Legislative Trends

SB 617 and HB 44
ROAD DIET
Bike lane prohibition





Legislative Trends

HB 232

BICYCLE SAFETY LAW STUDY





BWNC - Our Constituents/Partners

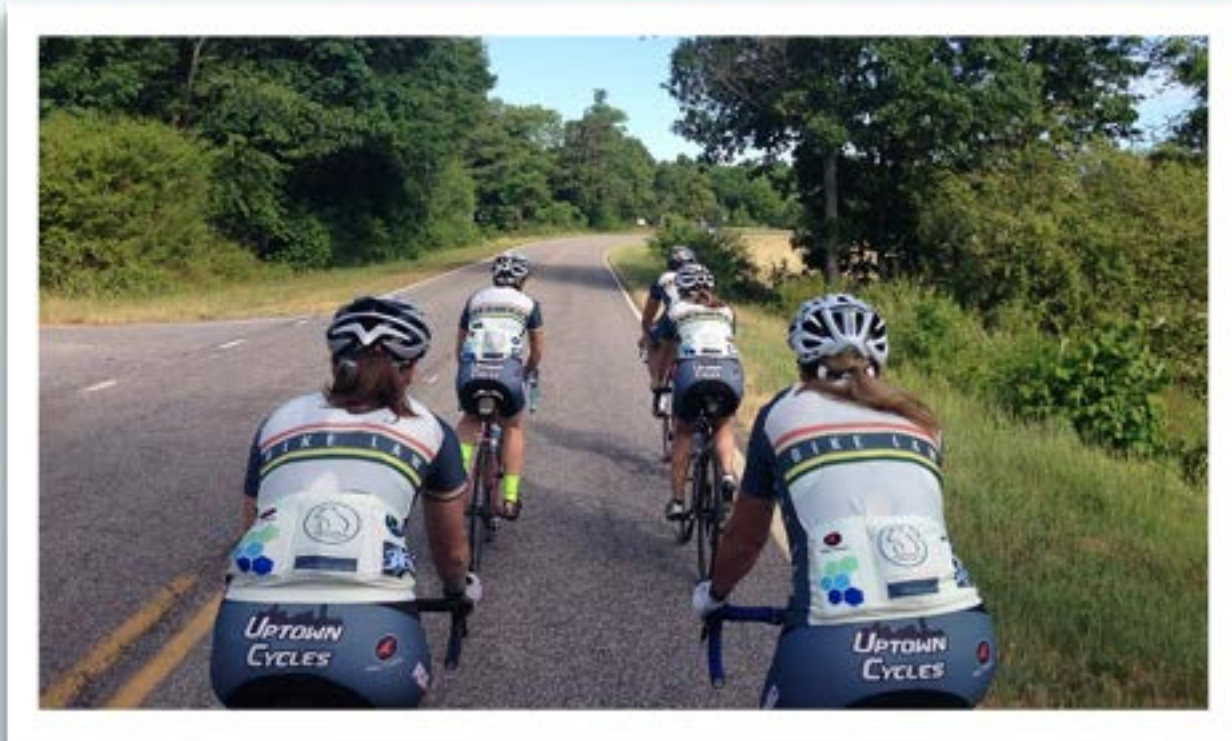
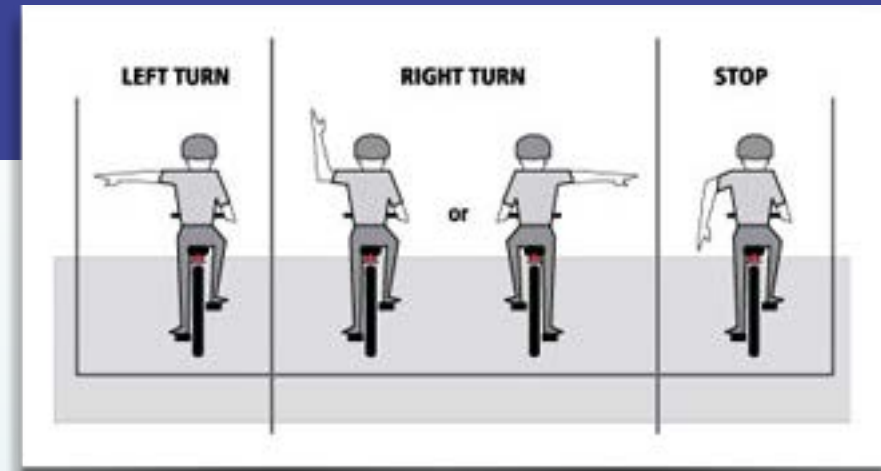
- People that Walk and Bike
- Transportation Planners & Engineers
- NCDOT Bike/Ped Division
- Health Advocates (YMCA, AHA, DHHS)
- Environmentalists
- AARP, Real Estate Businesses
- Forward Thinking Companies
- Bike Shops, Bike Touring Companies
- Universities





What Will It Take

- EDUCATION



A Human Powered Future



What Will It Take

- ENFORCEMENT





What Will It Take

- **PROMOTE:** promote walking and cycling





What Will It Take

- **ADVOCACY:** work for bike-friendly laws





Complete Streets Campaign

PRO-ACTIVE APPROACH

THE CASE FOR COMPLETE STREETS IN NC

- *Develop white paper and presentation*
- *Project Examples with ROI*
- *Need MPO assistance*





Complete Streets Campaign

PRO-ACTIVE APPROACH

DEVELOP NETWORK OF CHAMPIONS

- *Technical Knowledge & Trusted Local Leaders*
- *Comment on Proposed Policies/Laws*
- *Identify Communication Gaps*
- *Need MPO Assistance*





Complete Streets Campaign

PRO-ACTIVE APPROACH

FOCUS AT THE LOCAL LEVEL

- *Improve NCDOT-MPO Communication*
---repaving, widening opportunities
- *Advocate for Local Complete Streets Policies*
- *Develop Local Match Funding Tool Kit*





Localities with Complete Streets Initiatives

- Asheville – Policy adopted by elected board
- Chapel Hill – Resolution
- Charlotte – Design Manual
- Concord – laws, ordinance
- Davidson – laws, ordinances
- Durham – Plan
- West Jefferson – Resolution
- Winston-Salem – Policy adopted by elected board

More Recent:

- Raleigh – Plan
- Greensboro – Policy adopted by elected board
- Black Mountain - Resolution





Complete Streets Campaign

PRO-ACTIVE APPROACH

ASKS TO NCDOT

- *Training*
 - ADA Compliance/Complete Streets Design*
 - Road Building 101*
 - HSIP Funding (scoring, process)*





Complete Streets Campaign

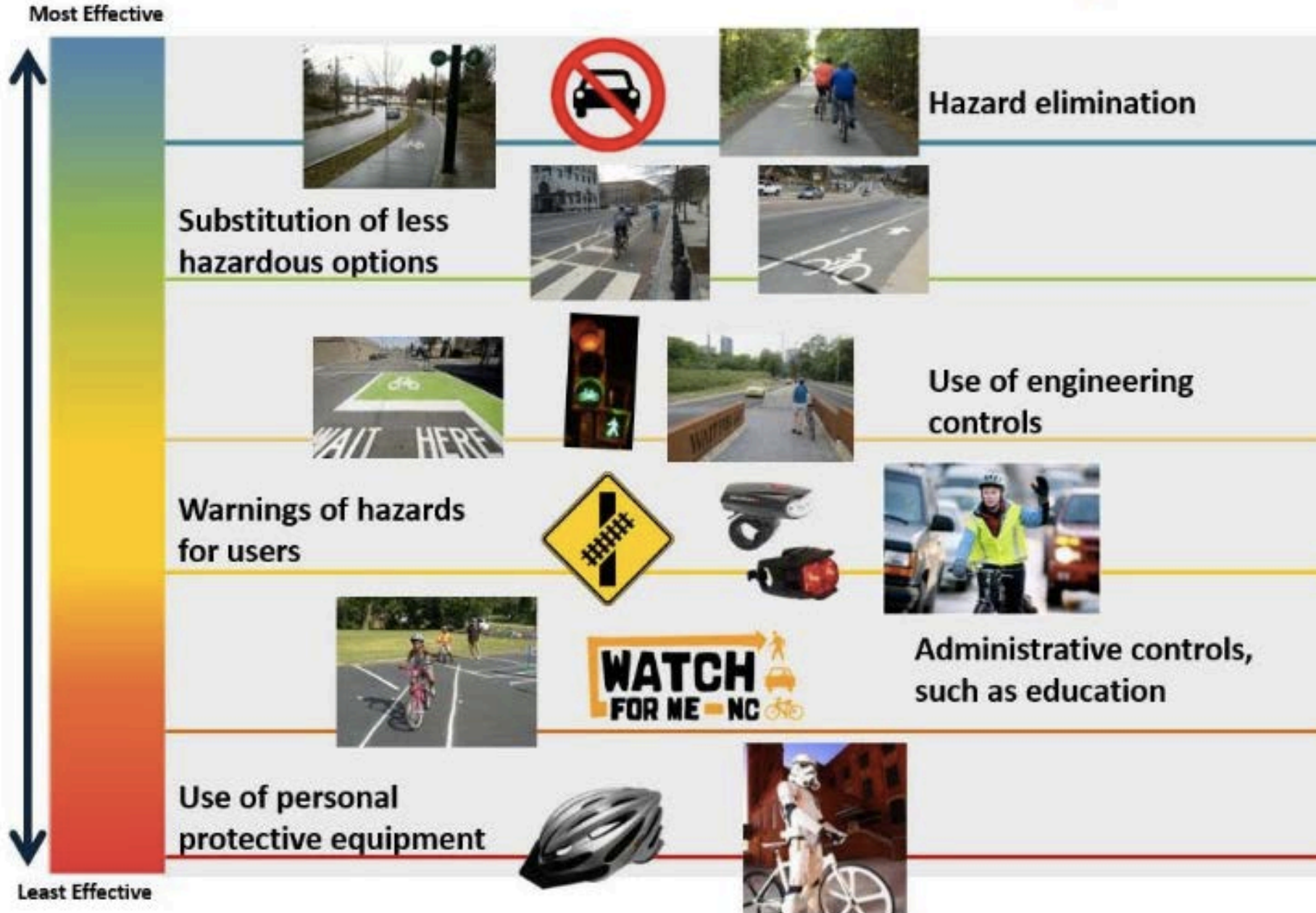
PRO-ACTIVE APPROACH

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The Hazard Control Hierarchy



From: Don Kostelec,
Adopted from Clive MacGregor
(Halifax's Herald Opinions)



Complete Streets Campaign

PRO-ACTIVE APPROACH

SAFETY EDUCATION AND PROMOTION

- *DMV Manual and Testing Upgrades*
- *Drivers' Ed & Defensive Driving for Violators*
- *Safety Campaigns (e.g., PSAs, Watch for Me)*





BikeWalk NC

NC BIKE SUMMIT 2014

OCTOBER 10-12, 2014 | GREENSBORO, NC

At UNCG and various downtown locations
 Early Bird Registration: \$75 (through September 15)
 After September 15 registration is \$100

Join planners, business owners, nonprofit leaders, elected officials, advocates and others, from across the state for the third annual North Carolina Bike Summit!

HELP US PEDAL FORWARD TO A MORE BICYCLING FRIENDLY NC!

KEYNOTE SPEAKERS & MORE:

- Jeff Miller, President, Alliance for Biking & Walking
- Tommy Pacello, Mayor's Innovation Delivery Team for Memphis, TN
- Opening address by Pricy Harrison, NC House Representative;
- Nancy Vaughan, Mayor of Greensboro; and
- Jim Westmoreland, Greensboro City Manager
- Better Block Event Downtown at Hamburger Square
- Cycling Skills workshop - Oct 9th
- Over 20 break-out sessions
- Group Rides & Social Activities



TO REGISTER NOW, OR FOR MORE INFORMATION: WWW.NCBIKESUMMIT.ORG

MAY IS BIKE MONTH

With so many reasons to ride, what's yours?



#BIKEMONTH BIKELEAGUE.ORG/BIKEMONTH

Bikes, Beer & Bemusement

TOUR DE FAT

Best described by being here. HIGH FIVES & ADMISSION FREE

DURHAM

DIAMOND VIEW PARK 6/20/15
 AT THE AMERICAN TOBACCO CAMPUS

REGISTRATION 10AM - 11AM
 BIKE PARADE 11AM - 12PM
 REVIVALATION 12PM - 5PM

NEW BELGIUM BREWING

NEW BELGIUM FAT TIRE AMBER ALE

BIKEWALK NORTH CAROLINA TRIANGLE SPOKES DURHAM BIKE CO-OP

newbelgium.com/tourdefat

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NC Trail Funding Overview
NCAMPO 2016 Conference

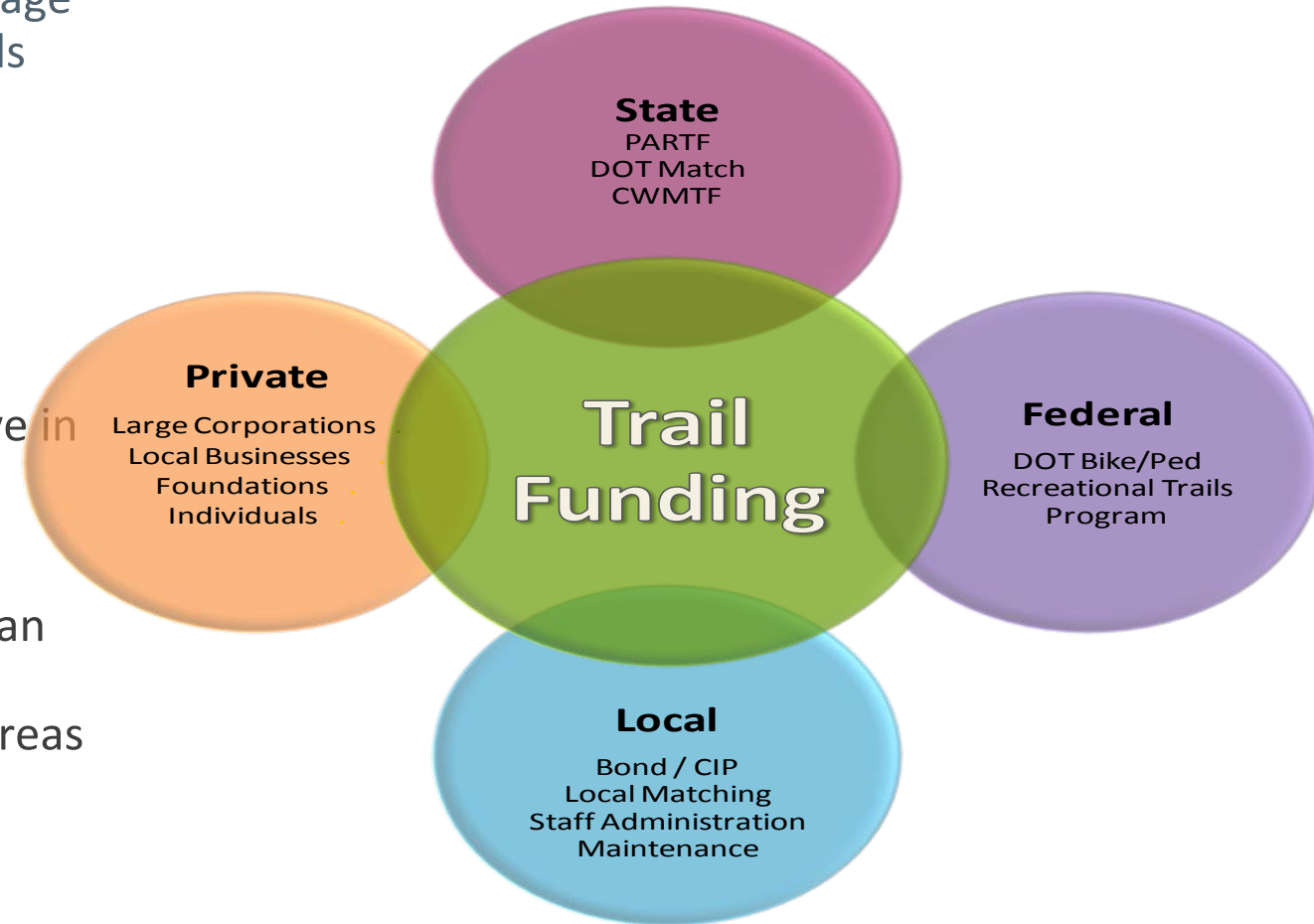
Iona L. Thomas, AICP



STEWART
STRONGER BY DESIGN

NC Trail Funding Overview

- Historically state funding has been important to leverage federal investment. Some of our most prominent trails used state match:
 - Ararat River Greenway, Mount Airy
 - Neuse River Trail, Raleigh & Clayton
 - Cape Fear River Trail, Fayetteville
- 20% State match for federal dollars defunded effective in July 2015
- Rural areas hit hard by loss of State match. While urban communities have been able to compete for Federal grants because they can commit to 20% match, rural areas cannot.
- Roughly \$10-\$12 million annually available in Federal bicycle and pedestrian funding – some that can ONLY be applied in rural areas that is not being used.



Why Trail Investment?



Jobs Created or Supported

*Fred Smith Company has been honored to provide construction services associated with the expansion of North Carolina's trail systems, which has **stimulated our economy by more than \$23,000,000** and provided work for **hundreds of employees and subcontractors.***

~Fred Smith, Founder
The Fred Smith Company

Reliable Tourist Spending

*Direct spending in Mount Airy by visitors who use the greenways is estimated to **be \$578,585...** [and] their spending makes the greenway **system an important part of the overall tourism offerings in Mount Airy.***

~Erick T Byrd, PhD. ,
UNCG Bryan School of Business and Economics

Increase Property Values

*Greenways have been shown to increase the value of adjacent properties by as much **as 5 to 20 percent.***

~Mecklenburg County Greenway Plan 2009

Recruit & Keep Businesses

*Building our network of **trails is an essential** investment that enables the Research Triangle Park to remain **globally competitive** by allowing us to **attract the type of workers** that companies want with amenities professional workers demand.*

~Liz Rooks, Vice President
Research Triangle Park

Why Trail Investment?



Replacement Industry

Rural communities that have lost manufacturing and farm industries are investing in trails to **attract tourism and retaining younger demographics** to start tourism based businesses. The 150-mile Great Allegheny Passage through rural western Maryland and Pennsylvania, which generates **\$40 million in direct spending** by trail tourists each year, single-handedly **sustaining small communities** and sparking new commercial activity in large ones.

Health

Every \$1 investment in trails for physical activity led to \$3 in direct medical benefit and savings. Therefore, building **trails is cost beneficial** from a public health perspective.

~Blue Cross / Blue Shield

Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails

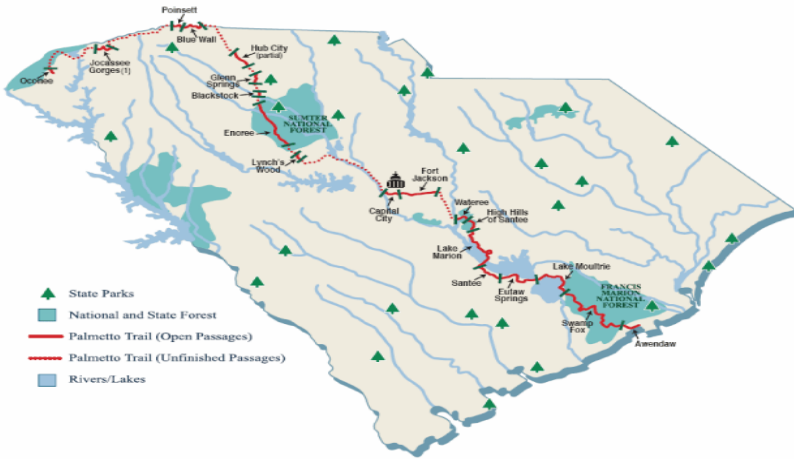
Low Maintenance

When compared to other forms of community investment likes playing fields, pools and parks trails have **much lower maintenance and programming costs**.

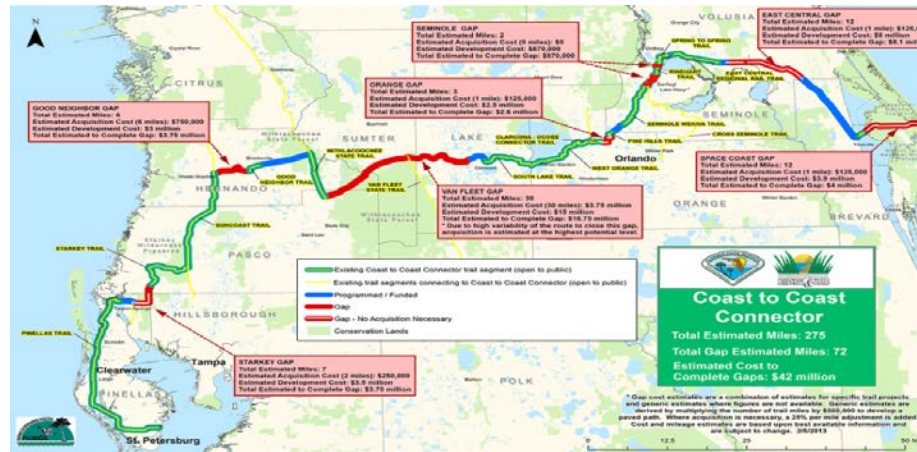
Low Cost Recreation & Transportation

Trails create health, recreation and transportation opportunities in rural communities for those who could not otherwise afford access.

States Are Investing in Significant Trail Networks



South Carolina



Florida



Texas

Discover a new way forward. Using a 33-mile network of multi-use trails, the Atlanta BeltLine creates a new public realm offering a pedestrian friendly environment that promotes walking, jogging, biking, and living along the Atlanta BeltLine. The trail system includes a core 22-mile corridor, as well as numerous other extensions linking to many of Atlanta's existing parks and trails.

Atlanta BeltLine
Where Atlanta Comes Together

Georgia

Virginia



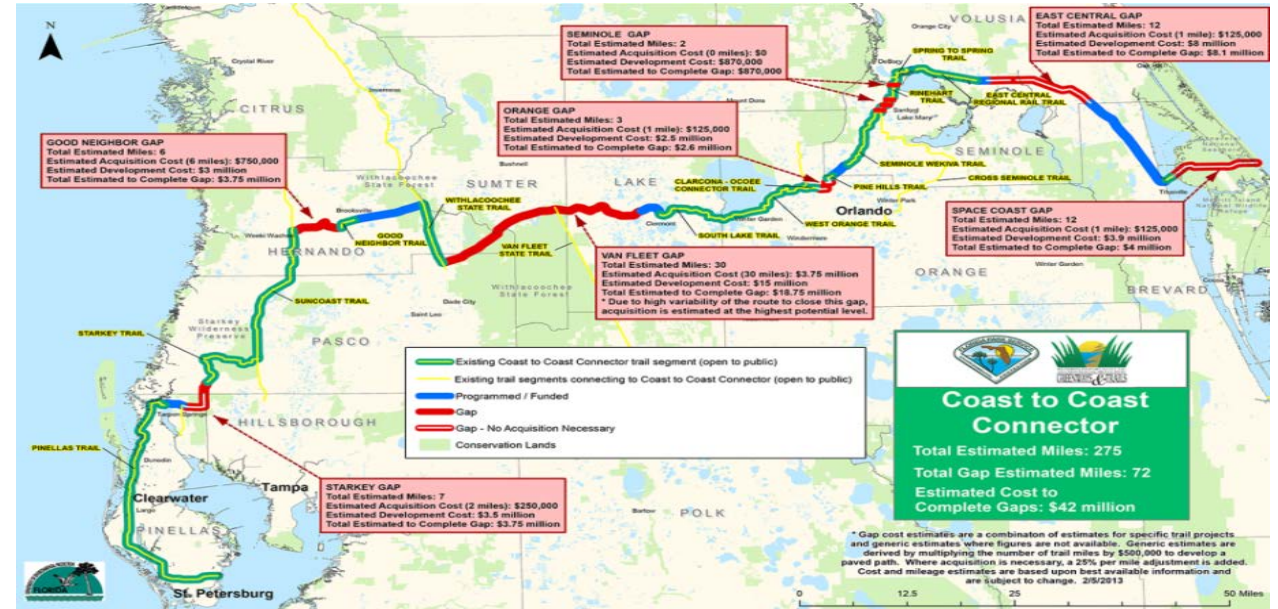
Michigan

Florida Case Study

In 2009, Florida's eight state trails and the Cross Florida Greenway had more than four million visitors, generating an estimated economic impact of \$95 M.

State dedicated \$50 million for the creation of a 275-mile cross-state trail

*Investment leverages **many tens of million** in Federal investment.*



Republican Senator Andy Gardiner and Florida Department of Transportation Secretary Ananth Prasad head a group of officials and supporters who deserve credit for their leadership and for envisioning how this facility will help re-shape Central Florida and contribute to a new and evolving Spacecoast economy.

- Restore the State Match
- \$8-10 M annually leveraging federal dollars
- Allow bicycle & pedestrian projects to compete in the Regional Tier STI