



Triangle Bicycle & Pedestrian Workshop

November 7, 2025

Workshop Feedback Survey



Advocating statewide for safer, healthier, and more accessible streets in North Carolina since 2008.



BikeWalk NC: What We Do



BikeWalk NC's mission is to lead, support, and inspire advocacy and educational efforts throughout North Carolina for an environment that fairly, safely, and equitably serves bicyclists, pedestrians, and others using active mobility and human-powered transportation.

-
- Check out additional training resources on our website:
 - www.bikewalknc.org
 - and in Reference Materials section of this training module!



The Fine Print-Ratified



V10

sub-subdivision shall not exceed ten million dollars (\$10,000,000) in the aggregate or two million dollars (\$2,000,000) per project.

5. Federal funds for municipal road projects.

- c. Bicycle and pedestrian limitation. – The Department shall not provide financial support for independent bicycle and pedestrian improvement projects, except for federal funds administered by the Department for that purpose. This sub-subdivision shall not apply to funds allocated to a municipality pursuant to G.S. 136-41.1 that are committed by the municipality as matching funds for federal funds administered by the Department and used for bicycle and pedestrian improvement projects. This limitation shall not apply to funds authorized for projects in the State Transportation Improvement Program that are scheduled for construction as of October 1, 2013, in State fiscal year 2012-2013, 2013-2014, or 2014-2015.



Our Advocacy Resources



Policy Toolkit



Advocacy Handbook



Our Programing



NORTH CAROLINA
Friendly Driver Program



NORTH CAROLINA
Bicycle Safety Quiz



Contact Us!



For more information on how to bring the Friendly Driver Program to a group near you, please visit

<https://www.bikewalknc.org/> or email programs@bikewalknc.org

For more information on how to partner with BikeWalk NC, please visit

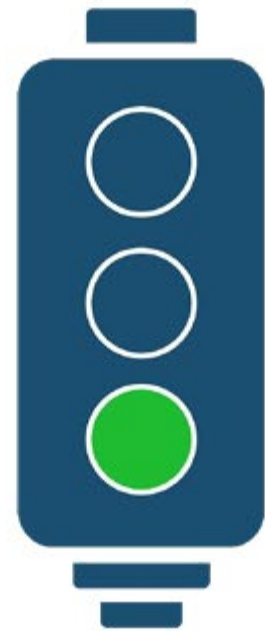
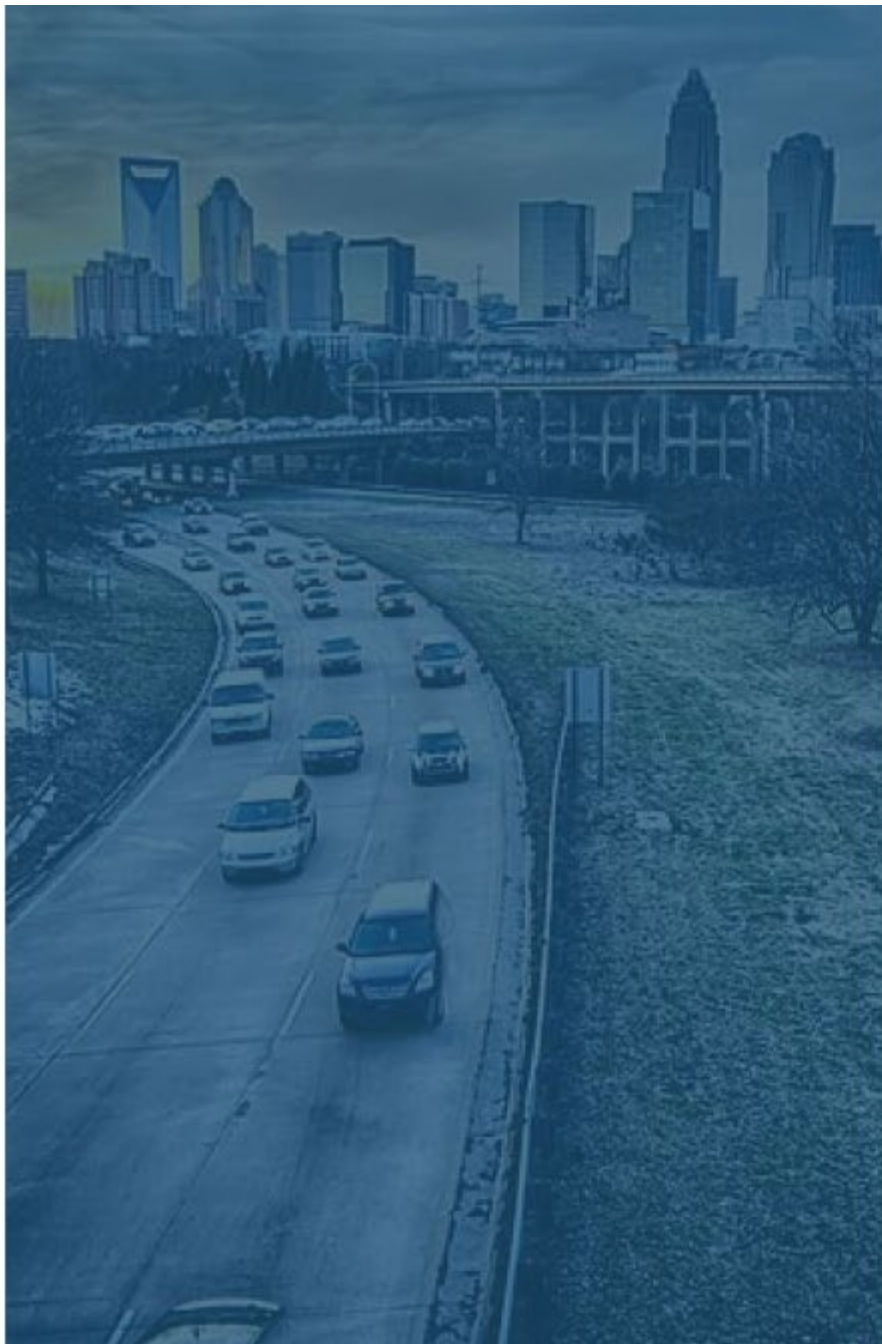
<https://www.bikewalknc.org/> or email outreach@bikewalknc.org



SUSTAIN
CHARLOTTE



*Creating a more equitable, connected, and healthy community by
inspiring responsible growth and transportation choices!*



YES FOR MECK

Faster Commutes, Less Congestion

1-Cent Sales Tax Referendum
for Transportation





The way Mecklenburg County moves is breaking down.

Longer commutes. Infrequent buses. Congested roads. With a rapidly growing population, Mecklenburg is outgrowing its outdated infrastructure:

- Charlotte ranks 2nd worst in the U.S. for commuting (Forbes Home)
- 41 hours lost to congestion last year
- Need for more high-frequency bus routes
- More time stuck in traffic
- Fewer transit options
- Rising costs down the road

Doing nothing means falling further behind. **November** is our moment.

GET INVOLVED

What a YES vote delivers

This plan isn't about politics; it's about better access to everything that matters. Here's what a 1% sales tax unlocks:



Faster Commutes

450,000 more riders within a 10-minute walk of 15-minute bus service



Job Access

320,000+ more jobs reachable by public transit



Reliable Options

15-minute frequency on the top 15 bus routes and 30-minute frequency on all routes



Better Roads

\$7.8 billion in local road improvements over 30 years



Local Dollars Stay Local

Local dollars stay local for road improvements in each municipality



County-Wide Investment

50,000 Jobs are created for every \$1B invested

HOW IT WORKS

One penny. Huge impact.

The plan: A sales tax funds \$19.4B in improvements. That's just one penny for every dollar spent. Independent analyses estimate that about 30% of the sales tax is expected to be paid by non-residents.

- Synchronized traffic lights will be installed, meaning more green lights and improved traffic flow
- No property tax increase
- Funding allocation: 40% road improvements; 20% bus and microtransit; 40% rail construction
- Oversight by an independent board with local, community, and business representation
- Transparent, accountable, and voter-approved





Who Is Served

Public Transit: Working for families and business

	Bus	Rail
Use transit to go work	51%	41%
No valid driver's license	61%	46%
No working vehicle	60%	43%
Transit is primary mode of transportation	80%	71%
Household income under \$50,000/ year	69%	60%
African American/ Black	71%	61%
Hispanic / Latino	7%	7%
White/ Caucasian	11%	19%
Top 2 desired amenities	More shelters Better lighting at bus stops	More shelters Real-time train arrival info at busiest rail stations



A voter referendum will allow Mecklenburg County residents to approve or deny a one-cent, county-wide sales tax to fund investment and improvements in transit and transportation.



Sales Tax Excludes:

- Most foods/grocery
- Housing
- Medicine
- Medical Services
- Electricity
- Gas
- Telephone





\$19.4B Funding Split

ROADS

40% →

\$138M Year 1
\$7.8B 30 Years



BUS & MICROTRANSIT

20% →

\$69M Year 1
\$3.8B 30 Years



RAIL

40% →

\$138M Year 1
\$7.8B 30 Years

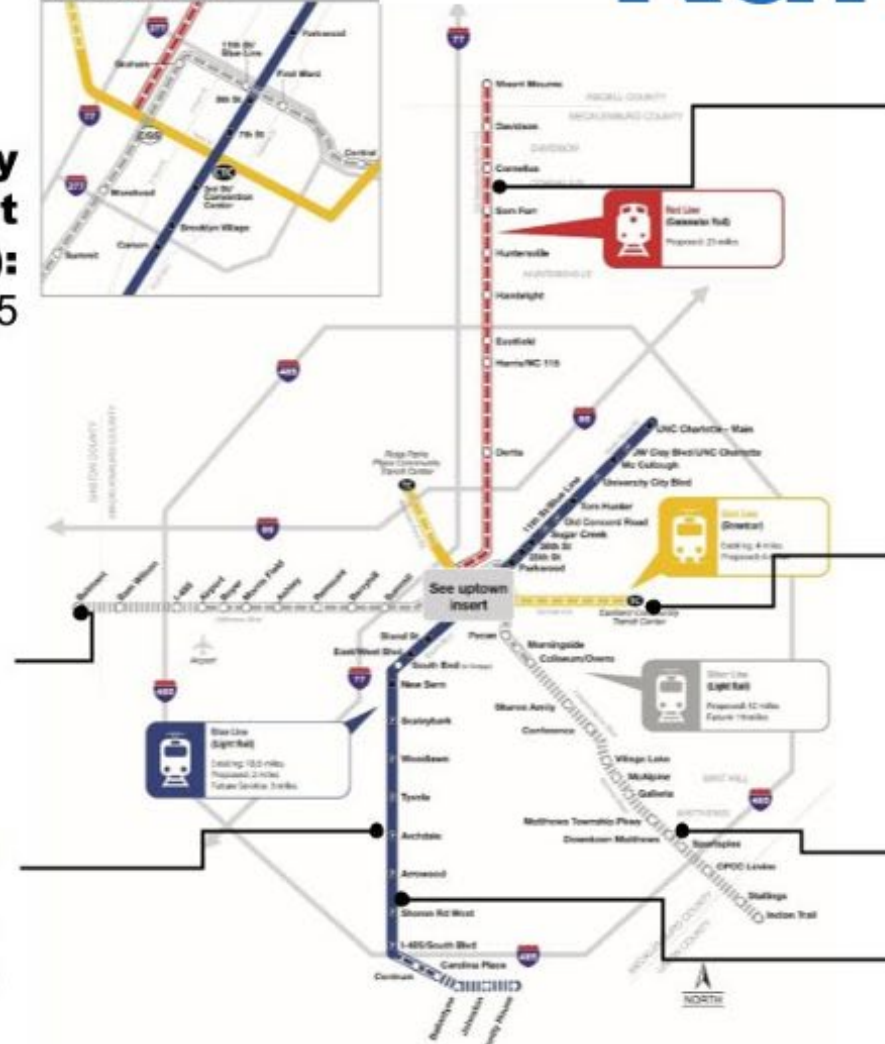


WHAT'S IN THE PLAN

Rail

Transportation Plan

**Adopted by
The Metropolitan Transit
Commission (MTC):
May 28, 2025**



Red Line

Charlotte Gateway Station to Mooresville/Iredell County

For the portion of the Red Line in Iredell County, the financial analysis assumes a future local funding match; source(s) to be determined.

Gold Line

Extension
Rosa Parks Place to Eastland

Silver Line

Airport to Coliseum/Ovens

Blue Line

Extension
I-485 to Carolina Place/Pineville

Future Silver Line Extension to CPCC Levine

Future Blue Line Extension to Ballantyne



WHAT'S IN THE PLAN

Bus & Microtransit



15 for 60
60% of riders get 15-min service



2,000+
Enhanced Bus Stops



Microtransit
Curb-to-curb & On-demand →

WHAT'S IN THE PLAN

Bus

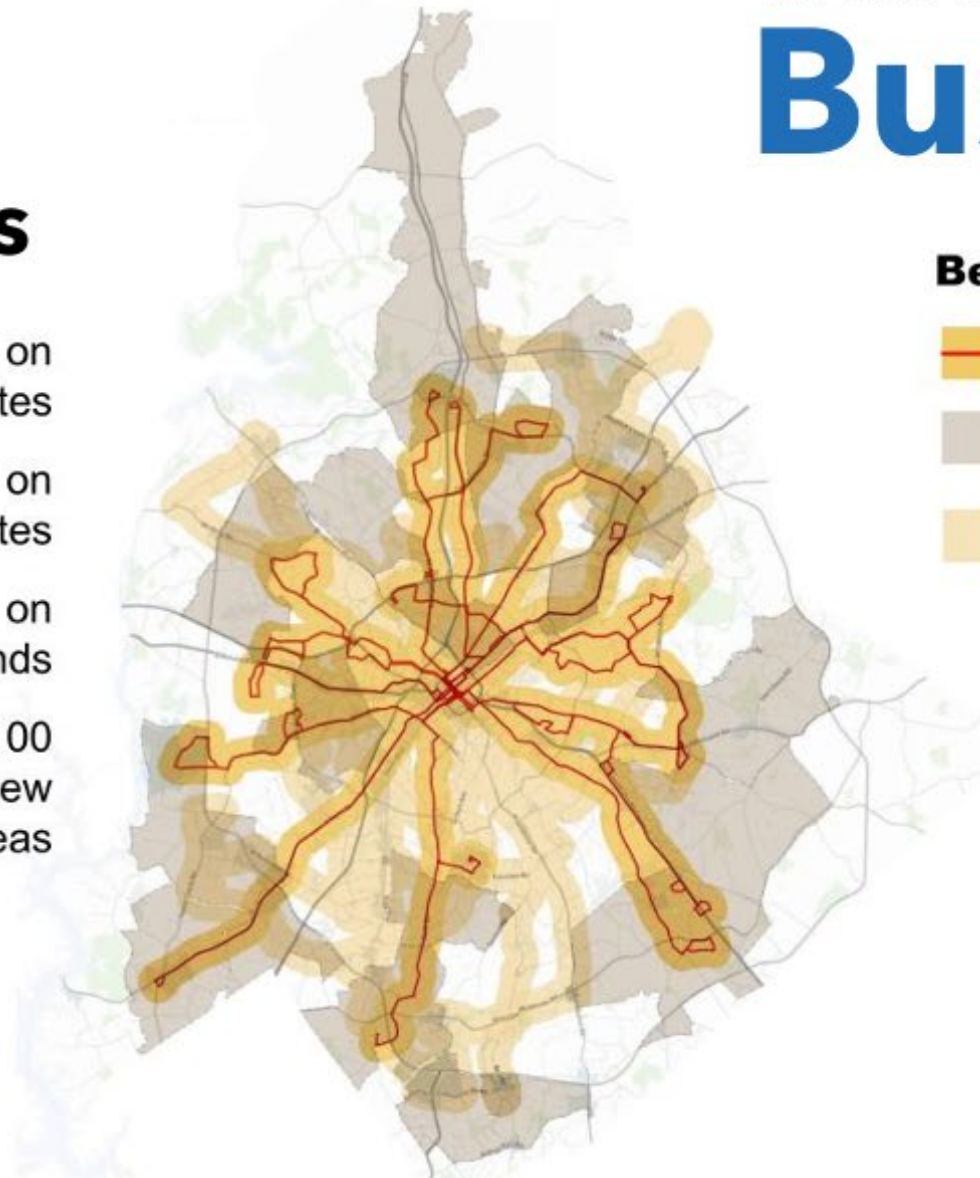
Better Bus

15-min Frequency on
the top 15 routes


30-min Frequency on
all routes

Expanded hours on
weekdays and weekends

Microtransit in 100
square miles of new
areas



Better Bus

 **15 Minute Frequency Bus Corridors**
(10-minute walk)

 **Microtransit Zones**
(on-demand, curb to curb service)

 **30 Minute Frequency Bus Corridors**
(10-minute walk)

Connecting
450K people
to
450K jobs

Within a walk of 15-minute service
(10 min. 1/2-mile walk)



WHAT'S IN THE PLAN **Roads**

Sidewalks

**Pedestrian
Crossings**

Streetscape

**Intersection
Improvements**

Road Capacity

New Streets

Street Lighting



Hear from Community Leaders

The transportation plan offers solutions to our traffic and congestion issues. Hear from community leaders on how the plan will transform the way Mecklenburg County residents move around the region.



Yes for Meck Testimonial – David Howard

Former Charlotte City Council Member and former NCDOT Chief Deputy Secretary David Howard highlights the economic opportunities available through enhancing the transportation system.



Yes for Meck Testimonial – Shannon Binns

Sustain Charloote Founder and Executive Director Shannon Binns shares details about how our streets will be made safer with bike lanes, streetlights, and crosswalks.



Yes for Meck Testimonial – Stephanie Sneed

CMS Board Chair Stephanie Sneed discusses how the plan delivers more options for transportation for the 141,000 students in Charlotte-Mecklenburg Schools. "Transportation is the network in opportunity."

Meck Connect is moving forward—it's all coming together.

Mecklenburg County voters approved the one-percent local sales tax referendum, marking a historic investment in the region's transportation future. The measure will generate an estimated \$19.4 billion over 30 years to fund improvements to public transportation and roadway infrastructure across Mecklenburg County.

[Learn more about the newly established Metropolitan Public Transportation Authority \(MPTA\) here.](#)






What is Meck Connect?

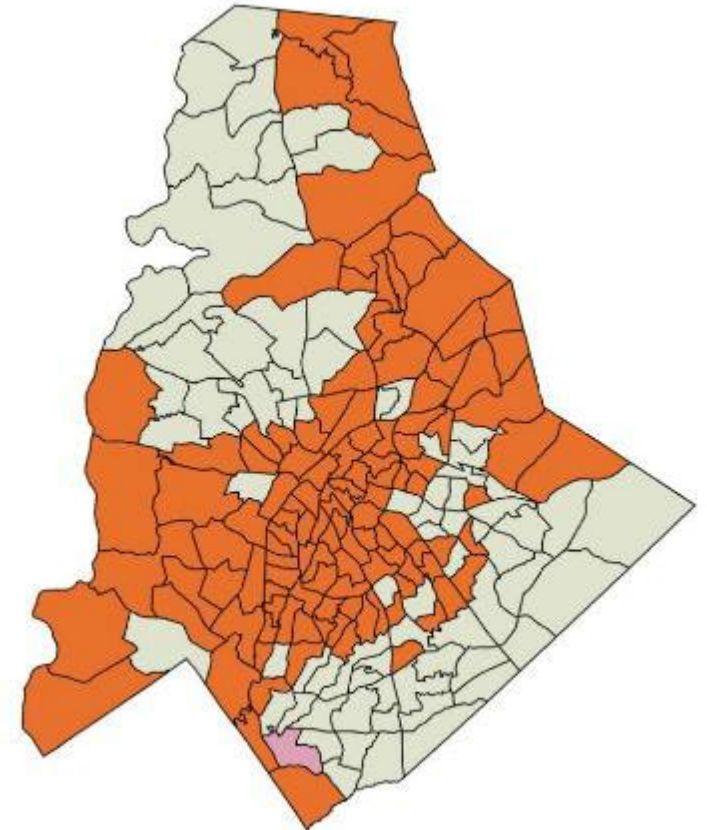
Meck Connect is where it all comes together. All the plans and the communities together to help Mecklenburg County move. Move more people, more places. Meck Connect integrates road improvements, expanded rail, better bus and Microtransit into one, unified vision. A vision to help everyone get where they need to go.

[Learn More](#)



22% of registered voters voted:
52% for; 48% against

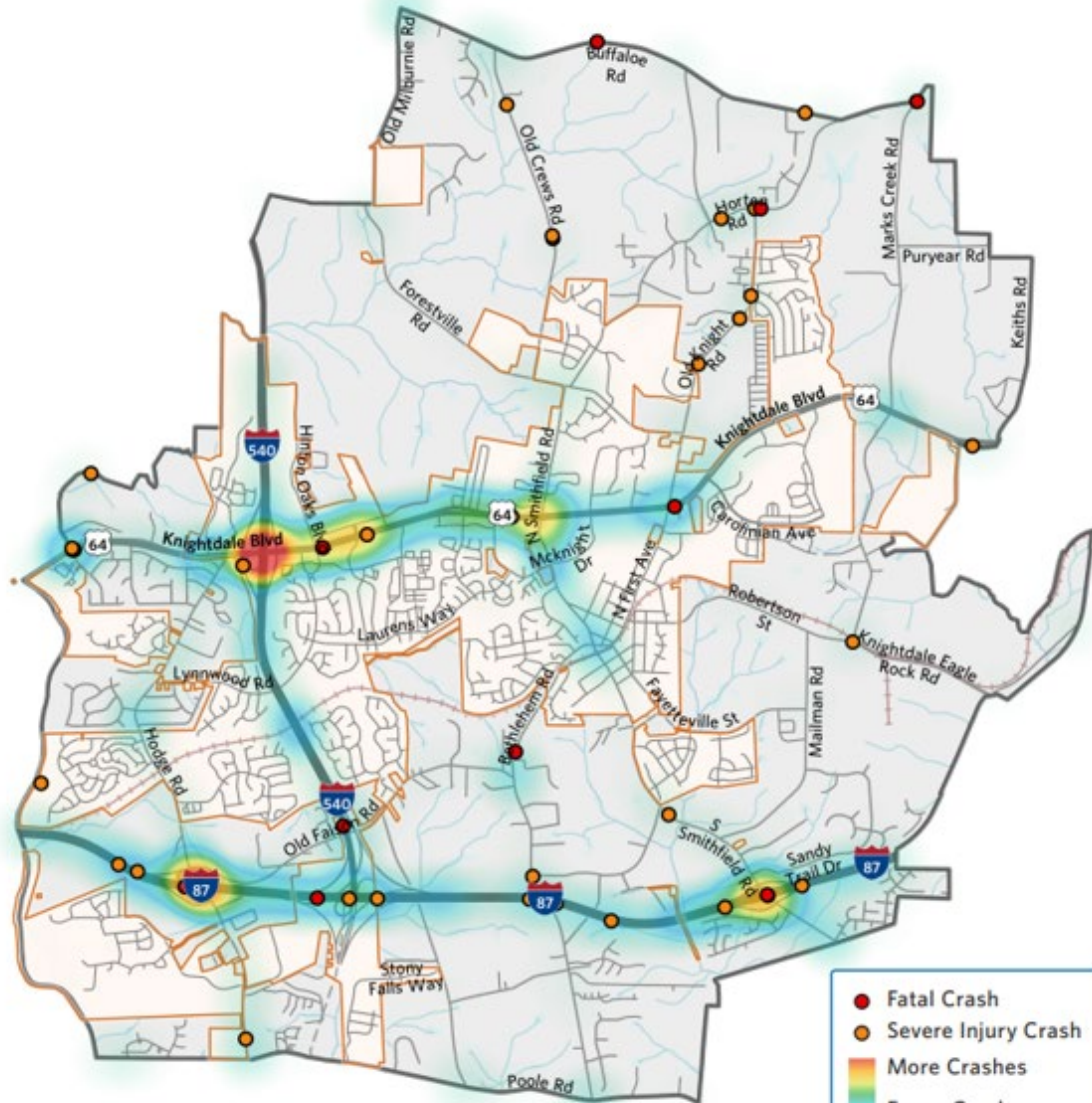
CHOICE	TOTAL	
For	88,278	
Against	80,570	
Tie		
Not Reported		
Not Participating		



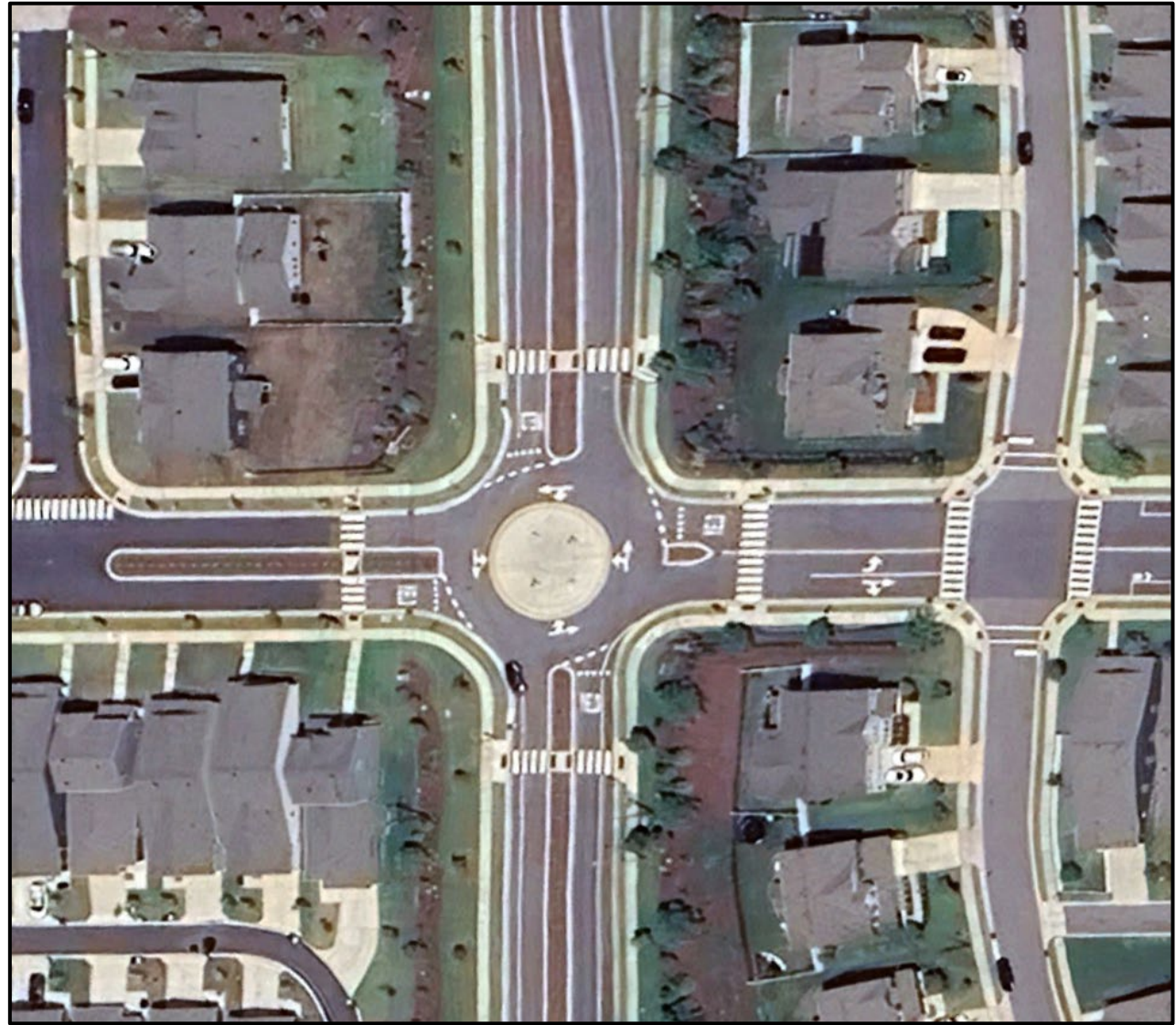
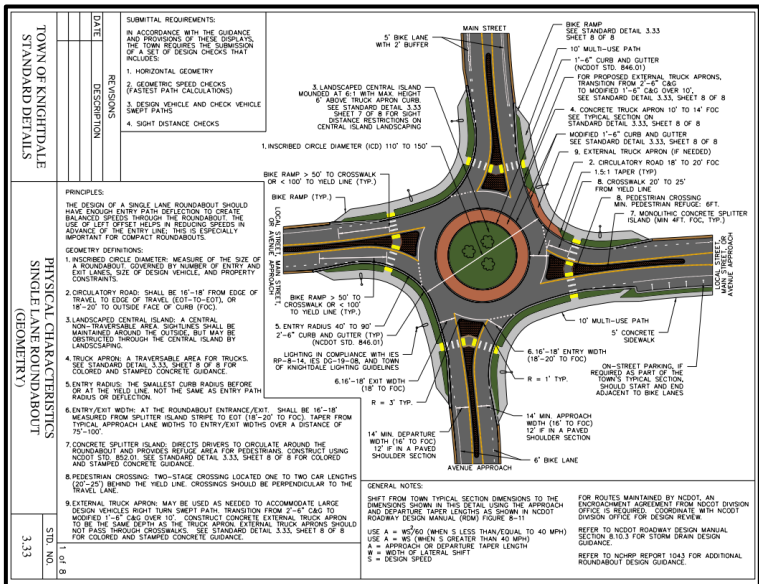
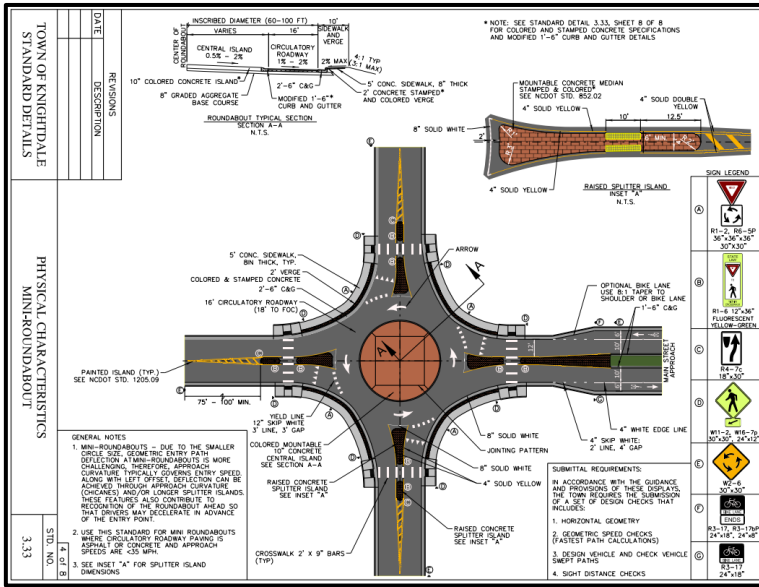
What's next?

- Interviews & finalize appointments to the new Metropolitan Transportation. Board will be in place by Jan 1.
- First year: foundational decisions
 - Transition of CATS to new regional authority
 - Same or new name for CATS?
 - Determine timelines and next steps for rail, bus, microtransit, and road projects

Creation of High-Injury Crash Network



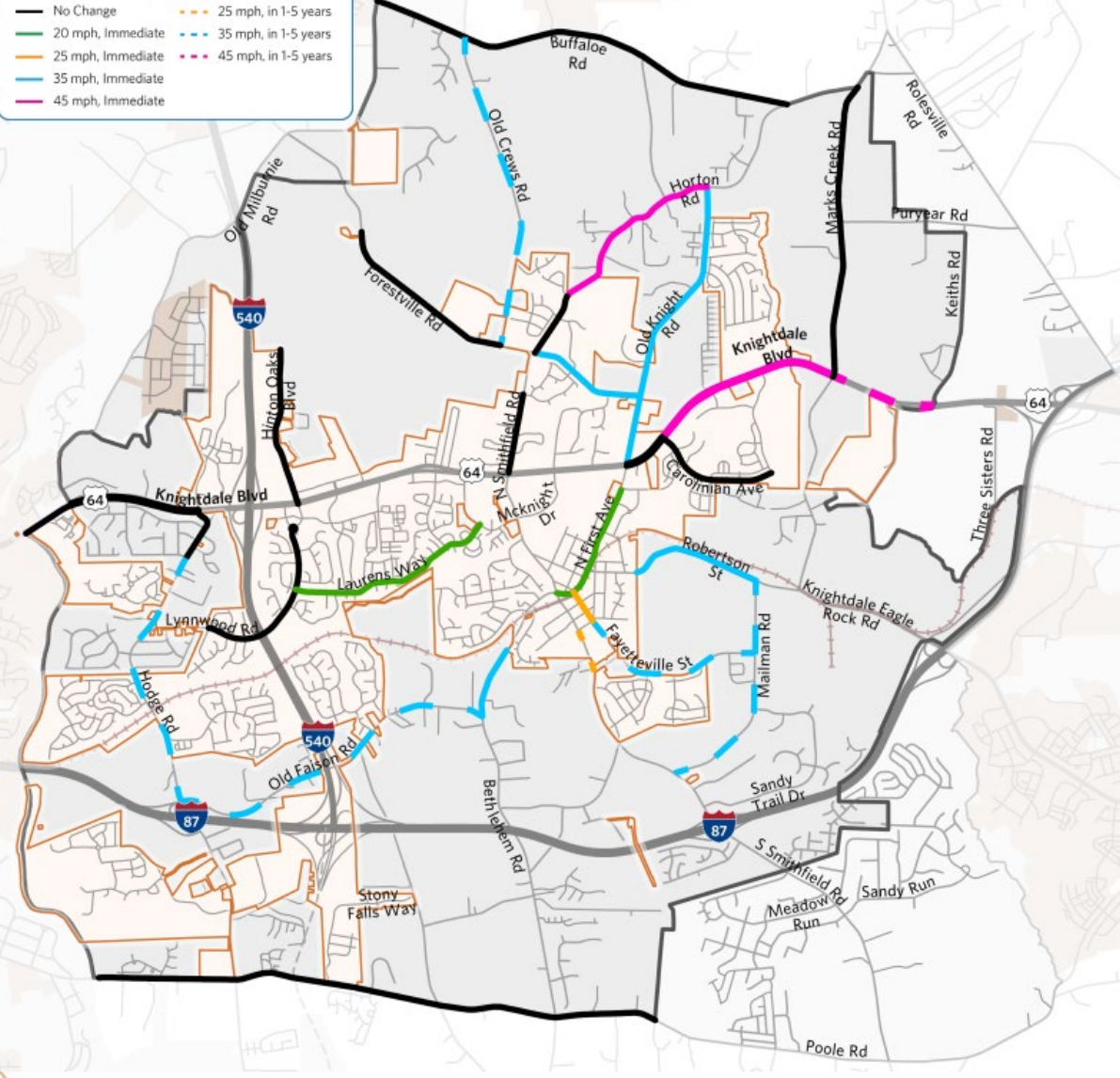
Roundabout Design Guidance – New Development



Actively Reducing Speed Limits w/ Development

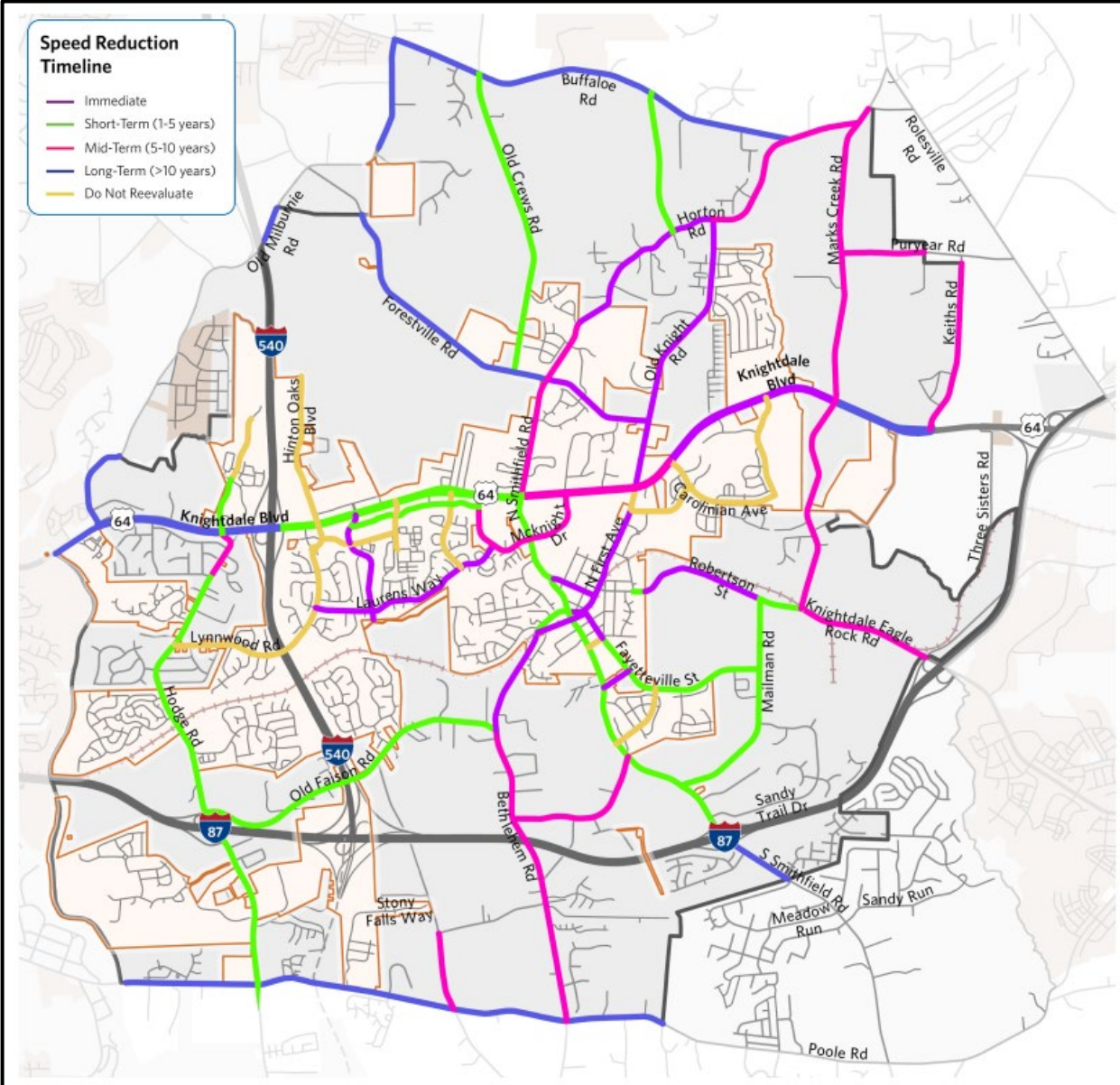
Recommended Speed Limit

- No Change
- 20 mph, Immediate
- 25 mph, Immediate
- 35 mph, Immediate
- 45 mph, Immediate
- - - 25 mph, in 1-5 years
- - - 35 mph, in 1-5 years
- - - 45 mph, in 1-5 years



Speed Reduction Timeline

- Immediate
- Short-Term (1-5 years)
- Mid-Term (5-10 years)
- Long-Term (>10 years)
- Do Not Reevaluate





Parkside Commons Drive & Village Park Drive



Before

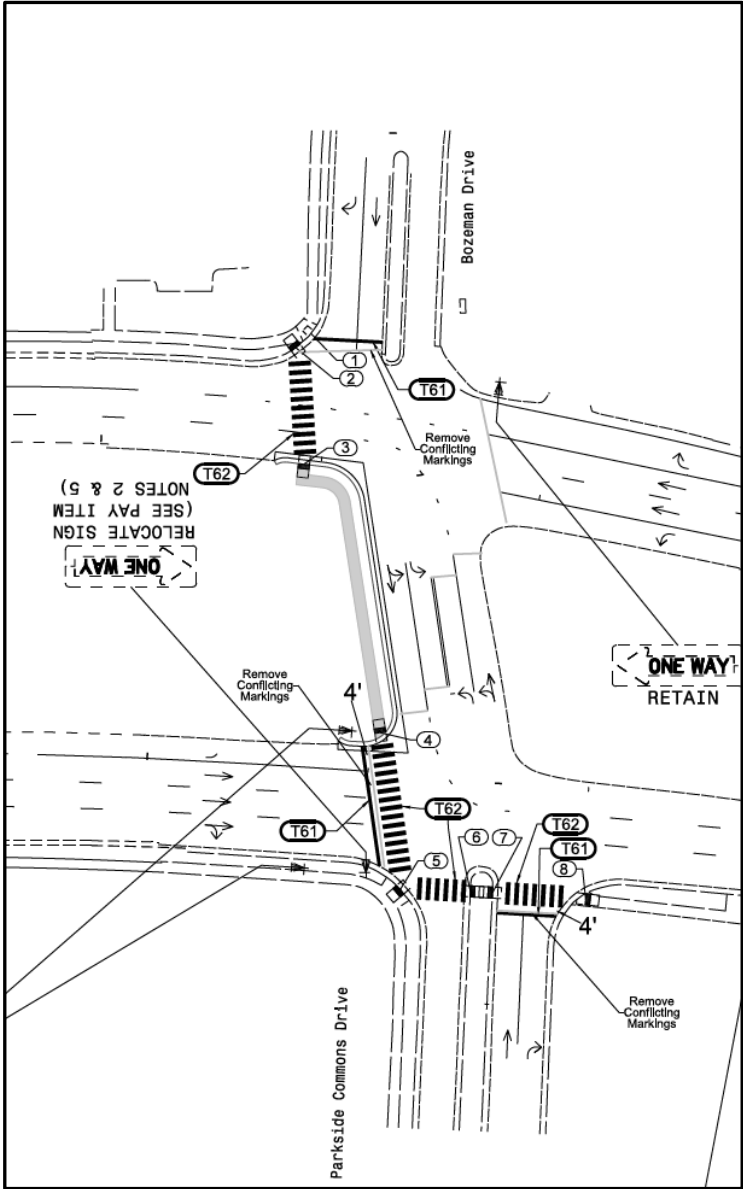
- *Two-Way Stop Control*
- *Speeding along Parkside Commons Drive*
- *Driver confusion do to faded lane markings*
- *Despite sidewalk, no way to cross intersection*

After

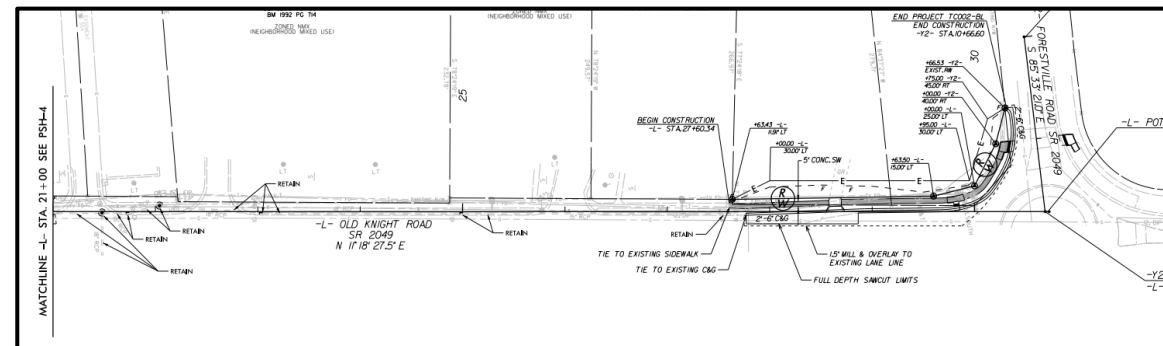
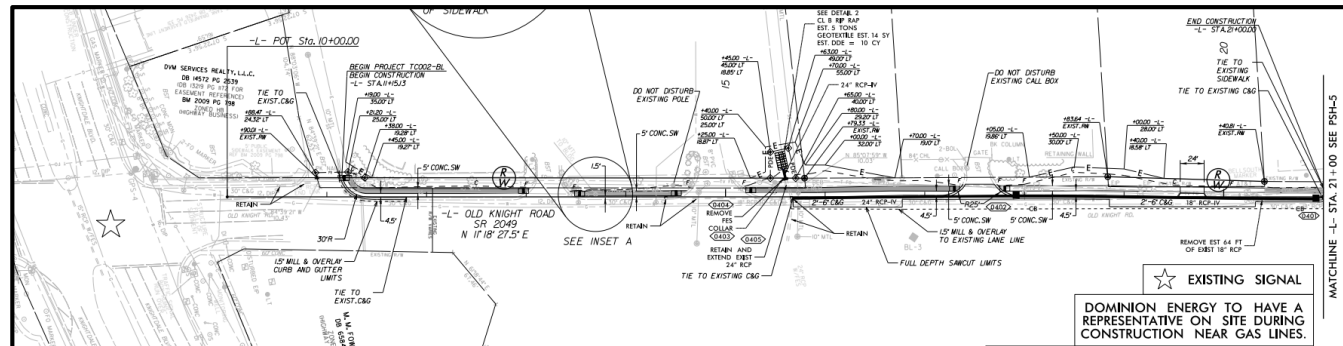
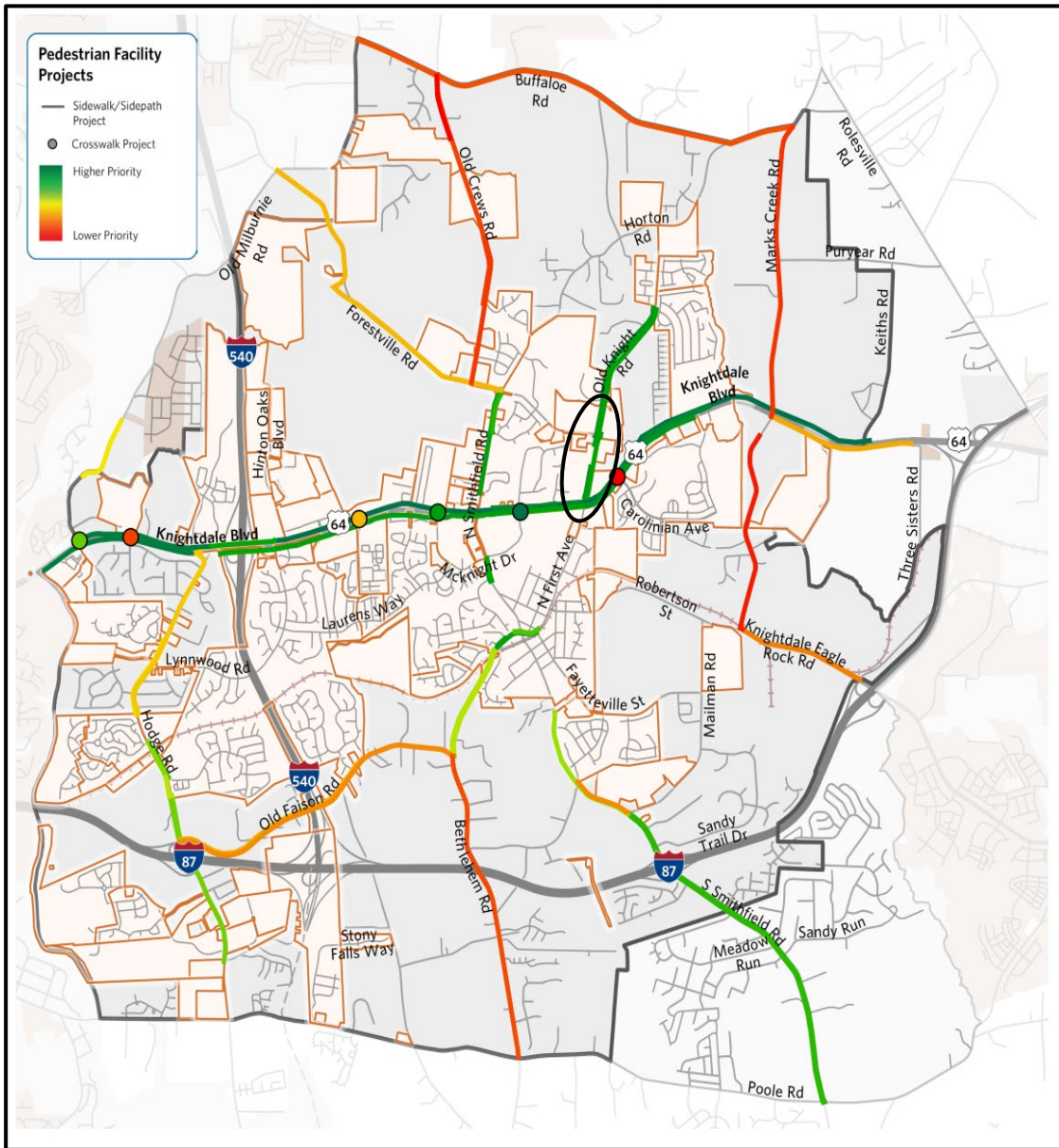
- *All-Way Stop Control*
- *Slower speeds on all approaches*
- *Greatly increased pedestrian connectivity*



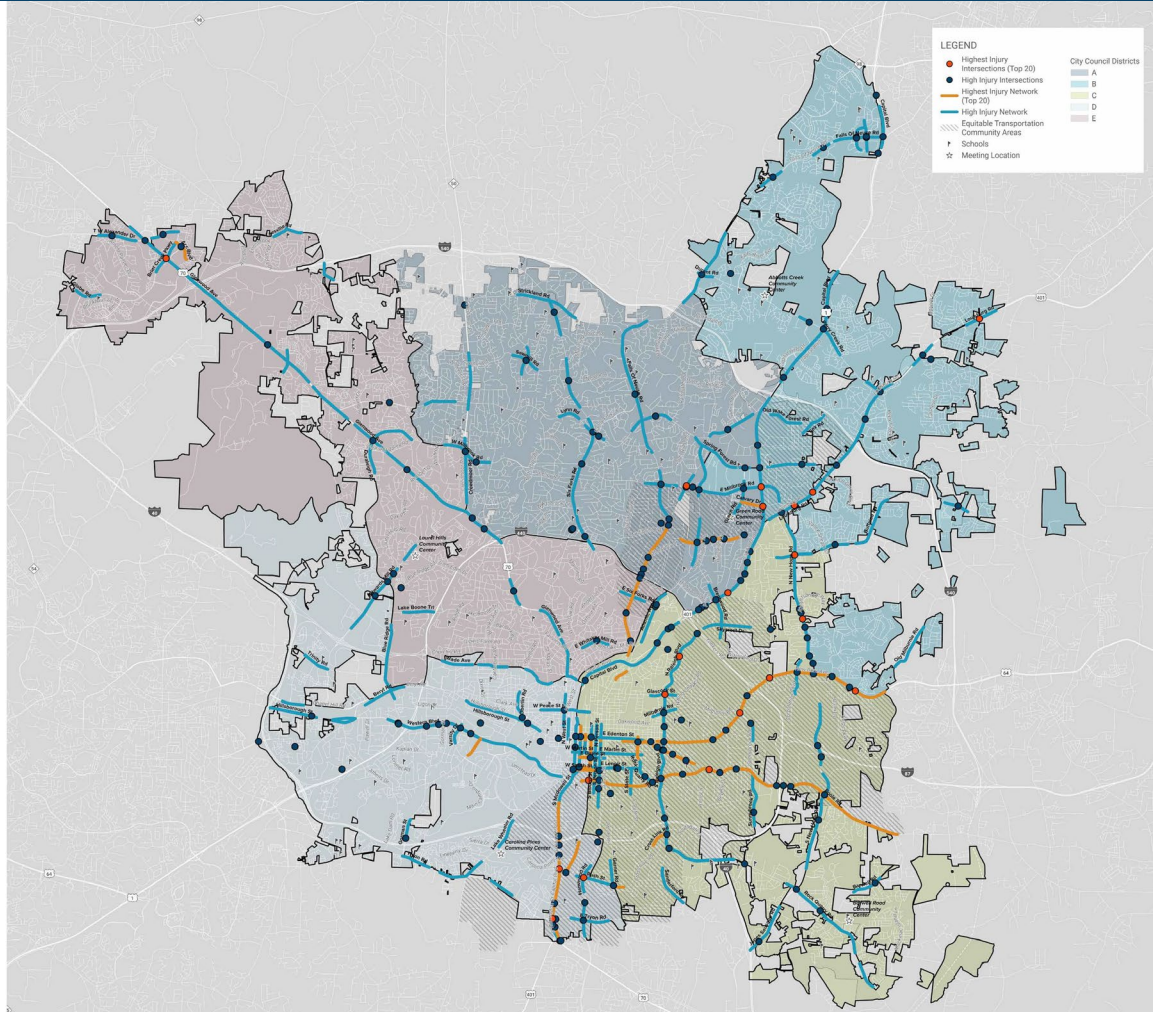
Knightdale Boulevard Crosswalks



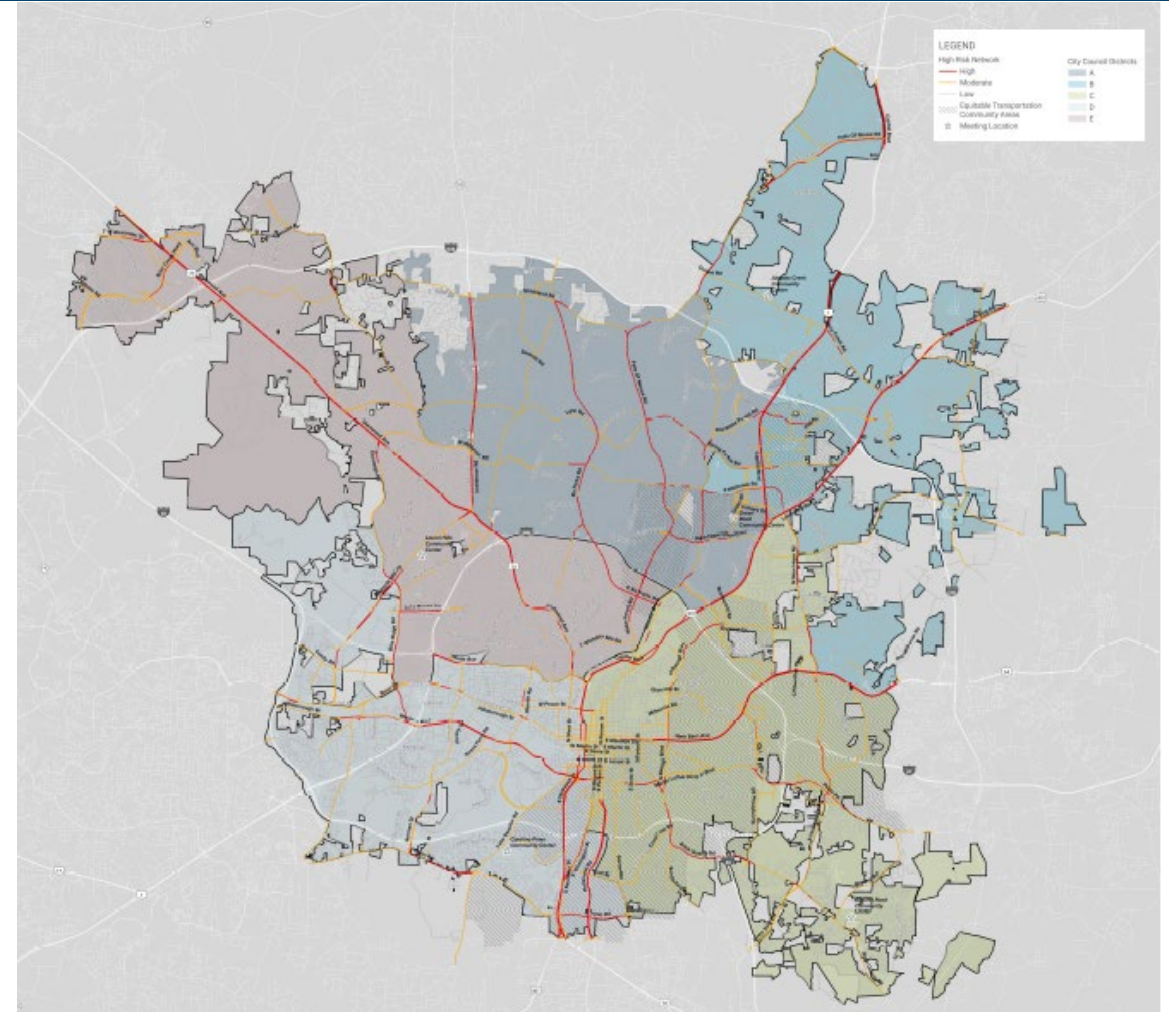
Safety Action Plan – Priority Project



CITY OF RALEIGH- SS4A PRIORITIZATION

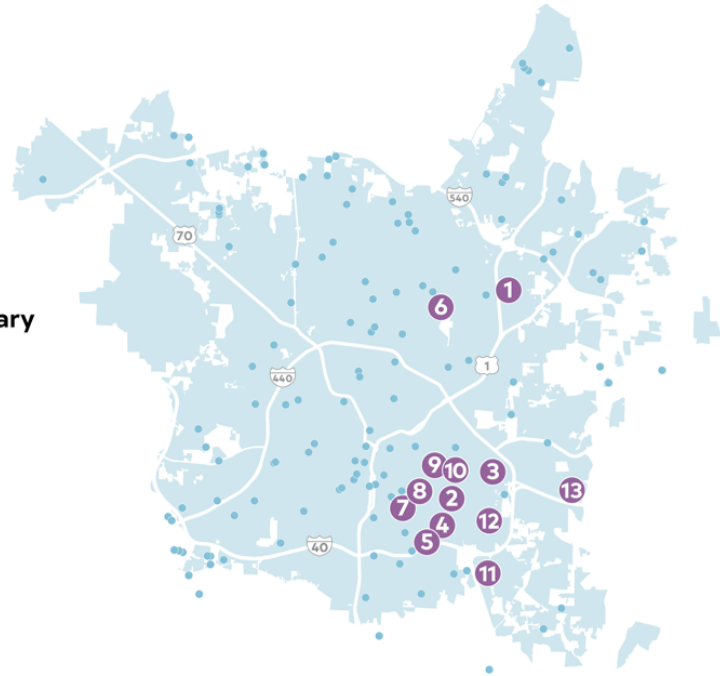


HIGH INJURY NETWORK



HIGH RISK NETWORK

- 1 East Millbrook Middle
- 2 Poe Elementary
- 3 Wake Early College of Health and Science
- 4 Central Wake High
- 5 Southeast Raleigh Elementary
- 6 Millbrook Elementary
- 7 Ligon Middle
- 8 Hunter Elementary
- 9 Longview High
- 10 Enloe High
- 11 Walnut Creek Elementary
- 12 Bugg Elementary
- 13 Rogers Lane Elementary



PRIORITY SCHOOLS

FACTORS AND WEIGHTS

Safety

Proximity to High Injury/Risk Network

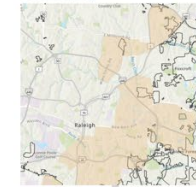


% Weight assigned to each factor

50% of score

Equity

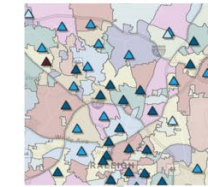
Title I Schools and proximity to an Equitable Transportation Community



25% of score

Population

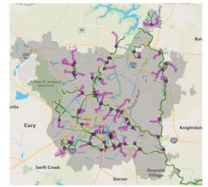
Number of school-aged children within walking distance of school



25% of score

Other Factors

Existing infrastructure, geographic balance, stakeholder input



50% of score + 25% of score + 25% of score = **PRIORITIZED LIST OF SCHOOLS**

CITY OF RALEIGH- SS4A TIMELINE





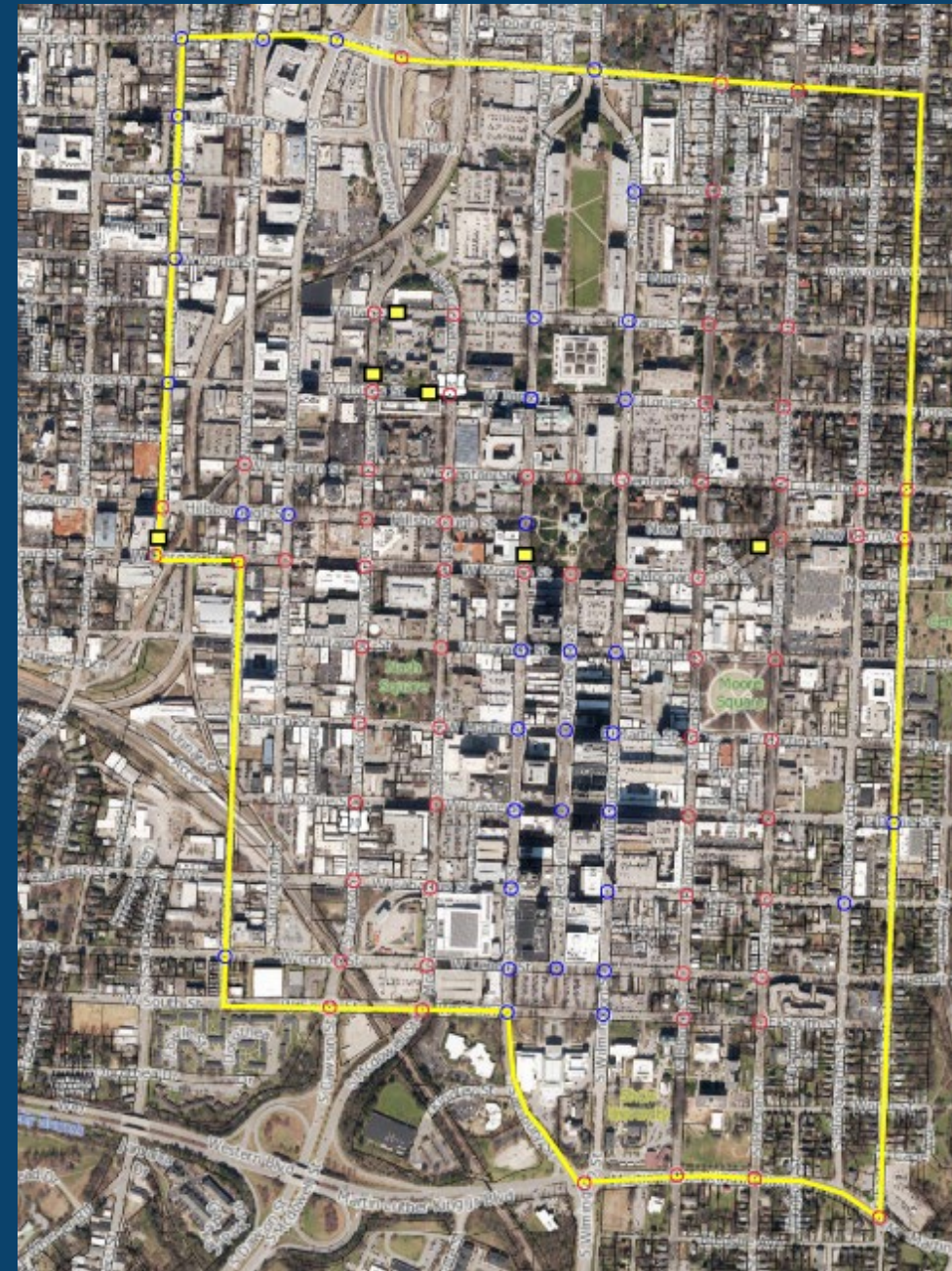
Downtown Pedestrian Safety Project: Phase I



BEFORE



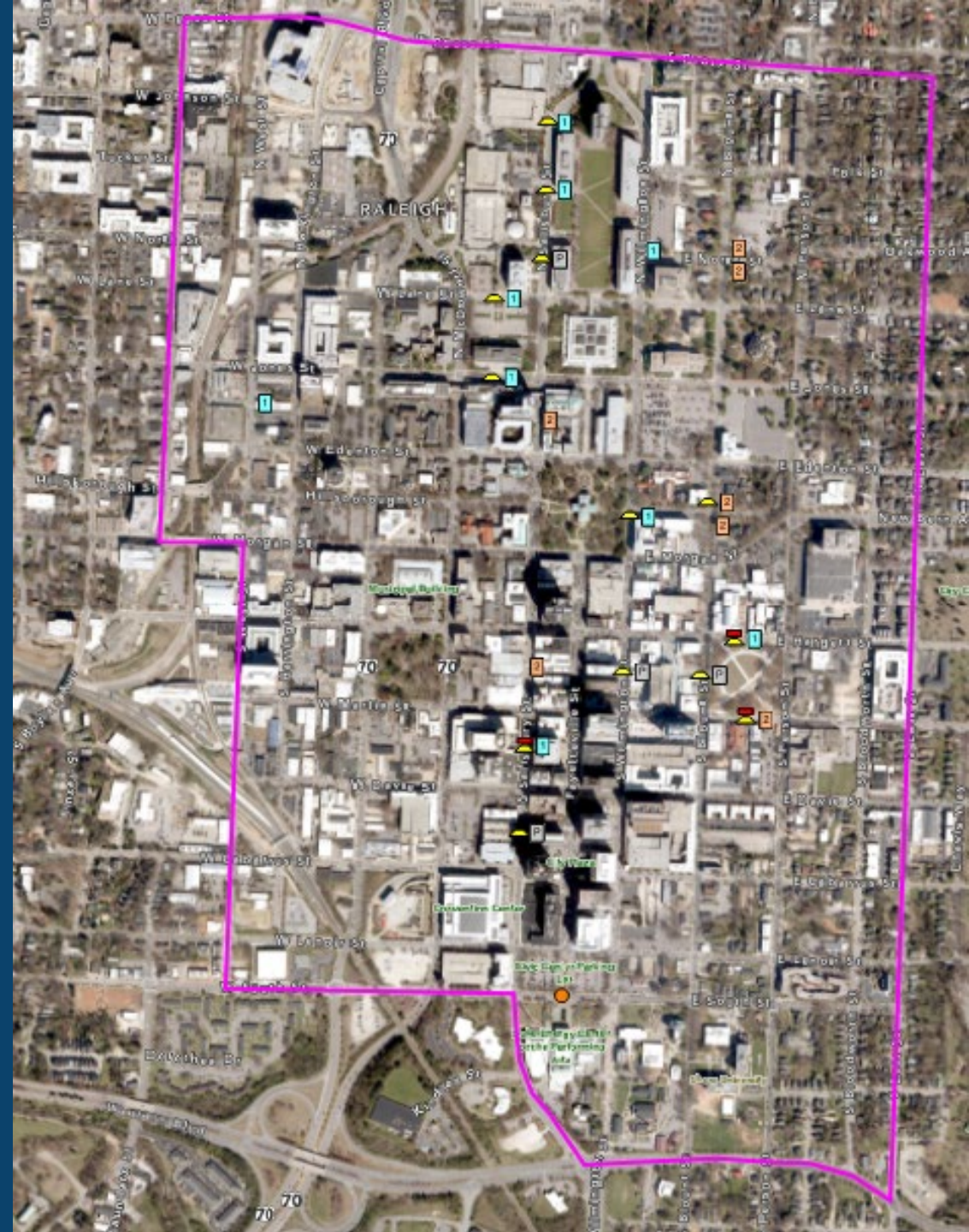
AFTER





Downtown Pedestrian Safety Project: Phase II

- Raised Crosswalks (13)
- Curb extensions with flexible delineators and paint
- Pilot "brick" appearance crosswalks





Raised Crosswalks: Pilot Project

- Broughton High School
- Heavy foot traffic back and forth across St. Mary's
- Installed as part of St. Mary's resurfacing

St. Mary's at Brooklyn St



St. Mary's at Clay St





Rectangular Rapid Flashing Beacons

- Other installs in 2025:
 - Darien Rd at Ridge Rd
 - Oberlin Rd at Oberlin Middle School
 - Wilmington St at Shaw University
 - Lake Wheeler Rd at Goode St
 - Jeffrey's Grove School Rd at Jeffery's Grove Elementary School

Avent Ferry at Lake Johnson Boathouse



Ridge Rd at Ridgecrest Ct (Martin Middle)





TRIANGLE WEST
Transportation Planning Organization

Regional Safety Action Plan: Implementation

Colleen McGue, Triangle West TPO
Colleen.mcgue@twtpo.org

December 2025: Site Visits in Merrick -Moore and Bragtown (Durham)



Street Safety Features: A Visual Guide



Chicane



Curb Extension



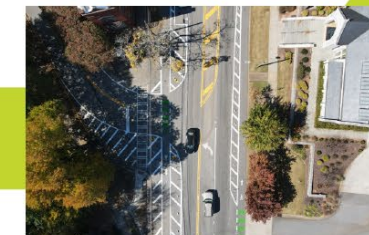
Daylighting



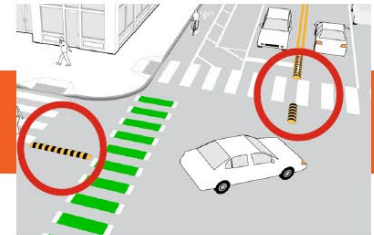
Raised Crossing



Rectangular Rapid Flashing Beacon (RRFB)



Road Diet



Hardened Centerline



High Visibility Crosswalk



Leading Pedestrian Intervals (LPIs)



Roundabout



Separated Bike Lane (SBL)



Sidepath



Median Refuge Island



Mid-Block Trail Crossing



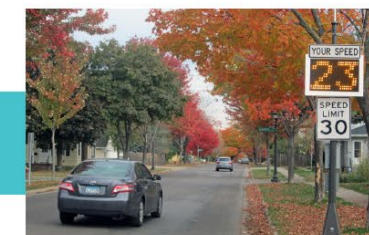
Mini Traffic Circle



Slip Lane



Speed Cushions



Speed Feedback Sign



No Turn On Red



Pedestrian Hybrid Beacon (PHB)



Protected Left Turn



Truck Apron



Turning Radii



Turn Wedge

Project Development Resources

- Safety Analysis Data
- *Countermeasure Toolkit*
 - Countermeasure Categories
 - Selection considerations
 - Proven Countermeasures (specific)
 - Applicable context (urban/rural)
 - Crash Reduction Factor (CRF) Percent
 - Crash severity expected to reduce
 - Relative cost
 - Additional resources
 - NCDOT
 - Supplemental Guidance

COUNTERMEASURE TYPE:

Pedestrian Intersection Treatment

Pedestrians should be expected at all intersections in an urban or developed area. Signals may be warranted based on pedestrian activity, crash history or traffic conditions. Left turn crashes involving pedestrians tend to lead to the most severe outcomes.

Selection Considerations

Signalized intersections in developed or urban areas should include pedestrian phasing, crosswalks and sidewalk access on most or all approaches. Additional consideration should be made to restrict or delay turning movements at intersections where pedestrian activity is expected to be high. Uncontrolled intersections should be reviewed for pedestrian improvements similar to midblock crossings.

Specific Countermeasures	Urban or Rural	CRF %	Severity	Cost
Implement Barnes Dance (Pedestrian Scramble)	URBAN	51	All	\$\$\$
Prohibit Right Turns on Red	URBAN	25	K, A, B, C	\$\$\$
Install Pedestrian Countdown Heads where No Pedestrian Heads Exist	URBAN	25	K, A, B, C	\$\$
Left-Turn Traffic Calming	URBAN	20	N/A	\$\$
Implement Leading Pedestrian Interval (LPI)	URBAN	13	All	\$\$
Replace Standard Pedestrian Heads with Countdown Pedestrian Heads	URBAN	9	All	\$\$

Resources

NCDOT Guidance

[Multimodal Guidance \(2024\)](#)

[Leading Pedestrian Interval Implementation \(2025\)](#)

Supplemental Guidance

[NCHRP, Research Report 969: Traffic Signal Control Strategies for Pedestrians and Bicyclists \(2022\)](#)

[National Institute of Transportation and Communities, Guidebook on Signal Control Strategies for Pedestrians \(2017\)](#)

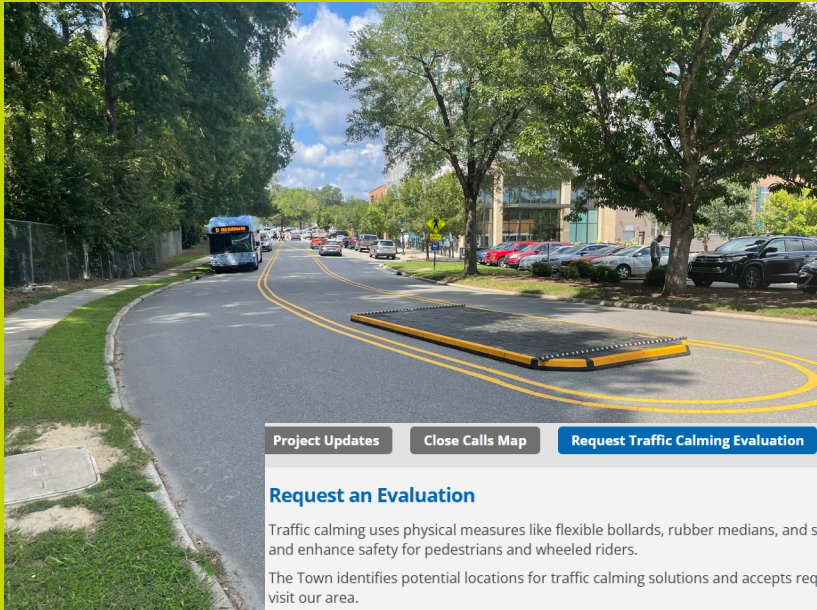
[FHWA, Proven Safety Countermeasures: Leading Pedestrian Interval \(2021\)](#)

Road Safety Audits in Durham

November 2025



Vision Zero Chapel Hill



[Project Updates](#)
[Close Calls Map](#)
[Request Traffic Calming Evaluation](#)

Request an Evaluation

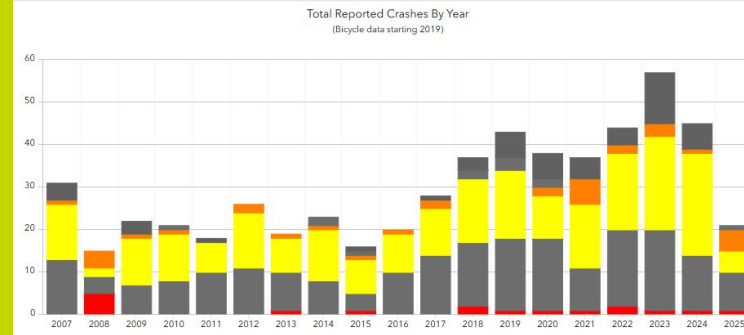
Traffic calming uses physical measures like flexible bollards, rubber medians, and street markings to reduce vehicle speeds and enhance safety for pedestrians and wheeled riders.

The Town identifies potential locations for traffic calming solutions and accepts requests from people who live, work, study, or visit our area.

- Determine if your street is eligible:** To be eligible for traffic calming, your street must be maintained by the Town. Check if your street is Town-owned [here](#).
- Submit your request:** Click on the button below to request a traffic calming evaluation for a Town-owned street. Once your application is submitted, the request will be added to the Town's list for assessment. We'll collect vehicle speed and volume data near the area of concern.
- Qualification:** To qualify for traffic calming interventions, assessments must, at a minimum, indicate that:
 - The road is used by between 500 and 6,000 vehicles daily.
 - At least 15 percent of drivers exceed the speed limit by 7 mph or more. Streets with lower speeds will be ranked lower in priority.
- Share your email address on the form if you want to be notified:**
 - When we've received your request
 - The determination of the assessment

[Request an Evaluation](#)

Town of Chapel Hill - Vision Zero Dashboard



Reported Crashes

204

5 Year (2021 - 2025)

Last update: 33 minutes ago

Reported Crashes

21

Last update: 33 minutes ago

Deaths

6

5 Year (2021 - 2025)

Last update: 33 minutes ago

Deaths

1

Last update: 33 minutes ago

Serious Injury

17

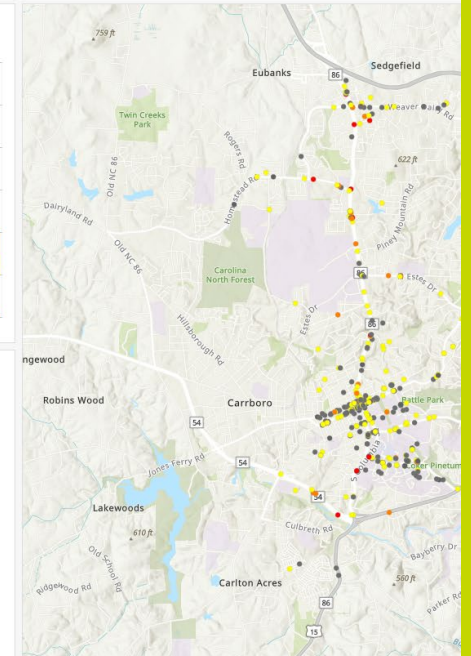
5 Year (2021-2025)

Last update: 33 minutes ago

Serious Injury

5

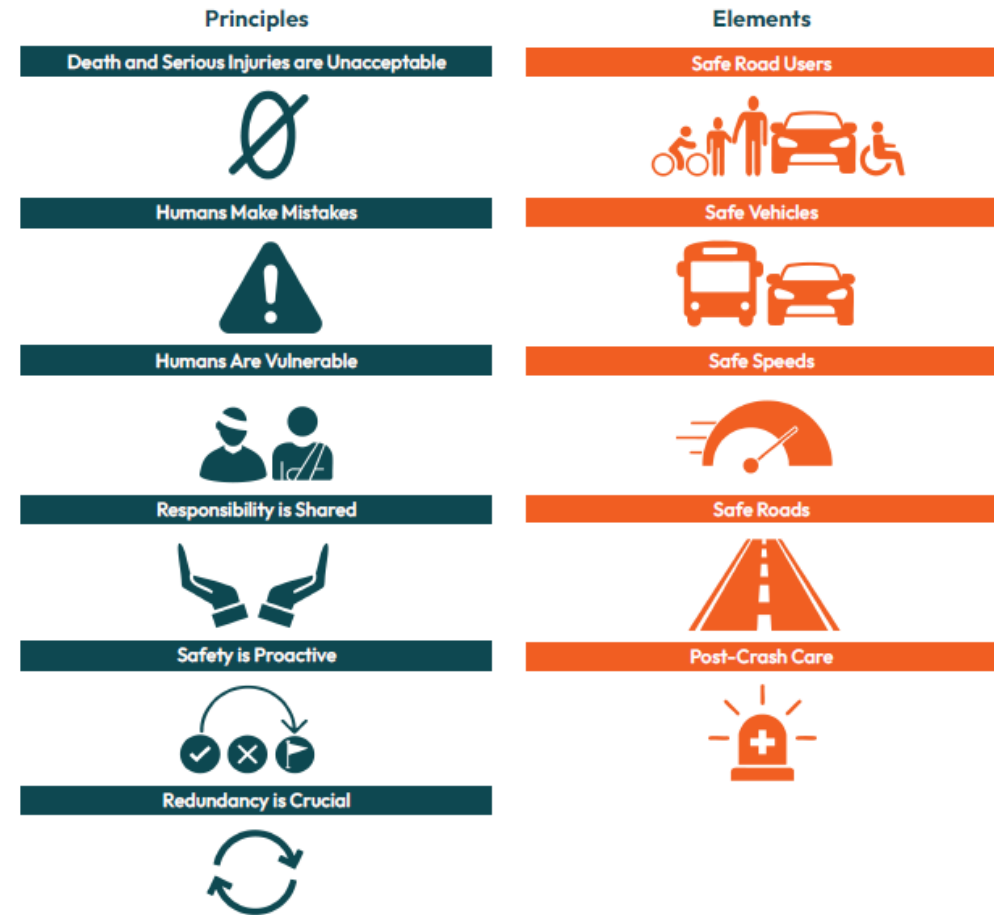
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Sharing Responsibility

■ Key Roles

- Triangle West TPO: Develop resources, identify and secure project funding, provide technical support
- NCDOT: Safer project development, funding resources, partnerships, clear guidance for safety projects
- **Member Agencies:** Adopt safety-focused plans and policies, initiate safety programs, prioritize safety projects, take action (both responding to crashes and deploying proactive countermeasures)



Triangle West's 2nd Annual Regional Safety Summit

Thurs., Nov. 20 from 9am-1pm
at Chapel Hill Public Library

Keynote Speaker – Veronica O. Davis, PE



US Practice Director for Planning & Environment
at AtkinsRéalis



Opening Remarks

Mayor Jess Anderson,
Town of Chapel Hill



NCDOT Safety Updates

Brian Murphy,
Traffic Safety Engineer,
NCDOT

Triangle West's 2nd Annual Regional Safety Summit

UNC Highway Safety Research Center-led
breakout sessions that will explore
actions & strategies in Triangle West's
Vision Zero Action Plan



Stephen Heiny



McKenzie Hellman



Elyse Keefe



Seth Lejeunesse



Local Safety Planning Expo

11 MPO members
and partners to
share local safety
updates and
initiatives



Register Online by
Nov. 7

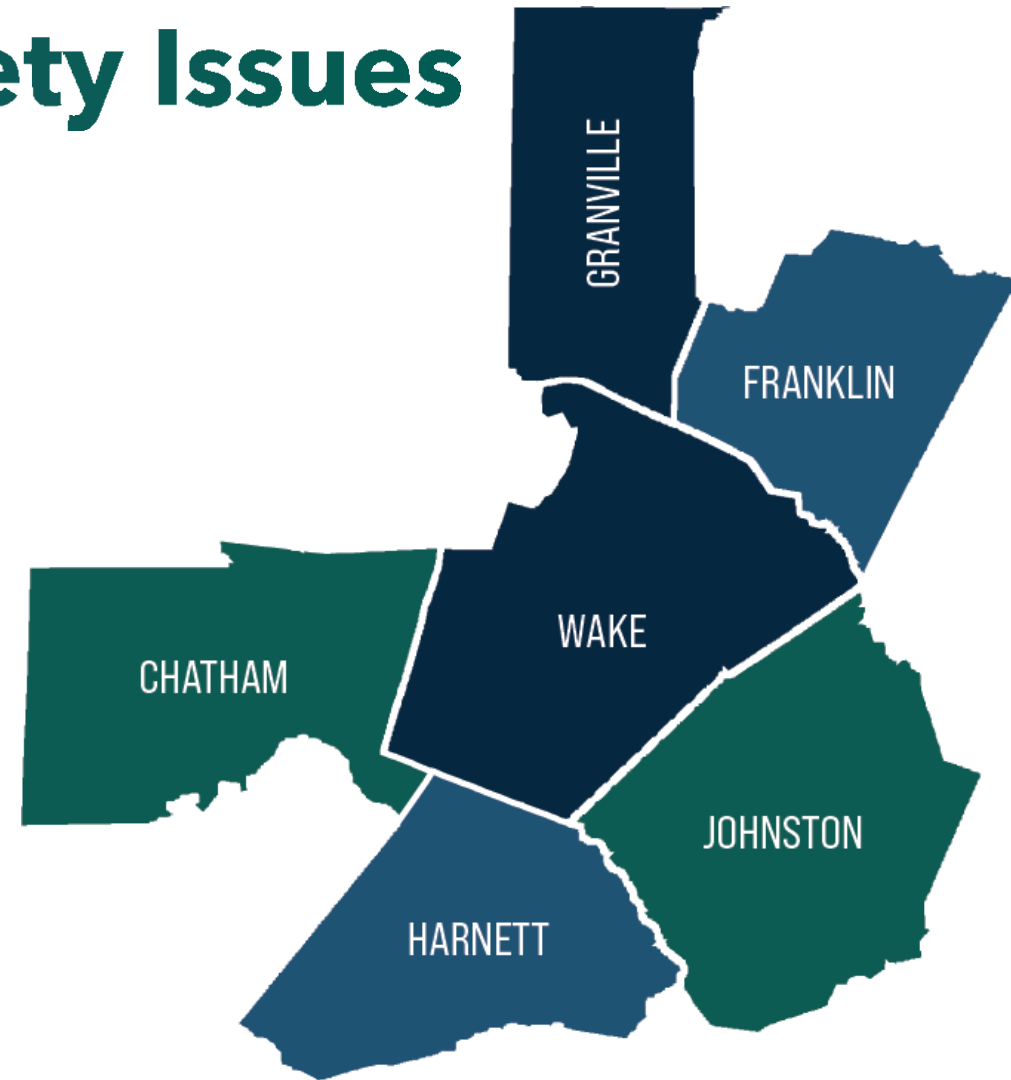


BLUEPRINT FOR SAFETY

CAMPO Regional Transportation Safety Action Plan

One Region: Diverse Safety Issues

- Different crash types in rural vs urban areas
- Different roadway users are over-represented across the region, primarily due to changing population characteristics
- All counties are experiencing rapid growth and development



A Transportation Safety Plan is...



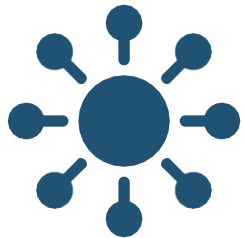
Based on a vision
and commitment



Data-driven



Stakeholder-led



Reactive and
Proactive



Multimodal



Focuses on short-term
needs and long-term goals



Focus Crash Areas



Lane Departure
(47% KA crashes)



Seat Belts and Car Seats
(24% KA crashes)



Intersections
(24% KA crashes)



Impaired Driving
(23% KA crashes)



Speed
(16% KA crashes)



Older Drivers
(15% KA crashes)



Motorcycles
(12% KA crashes)



Pedestrians
(11% KA crashes)



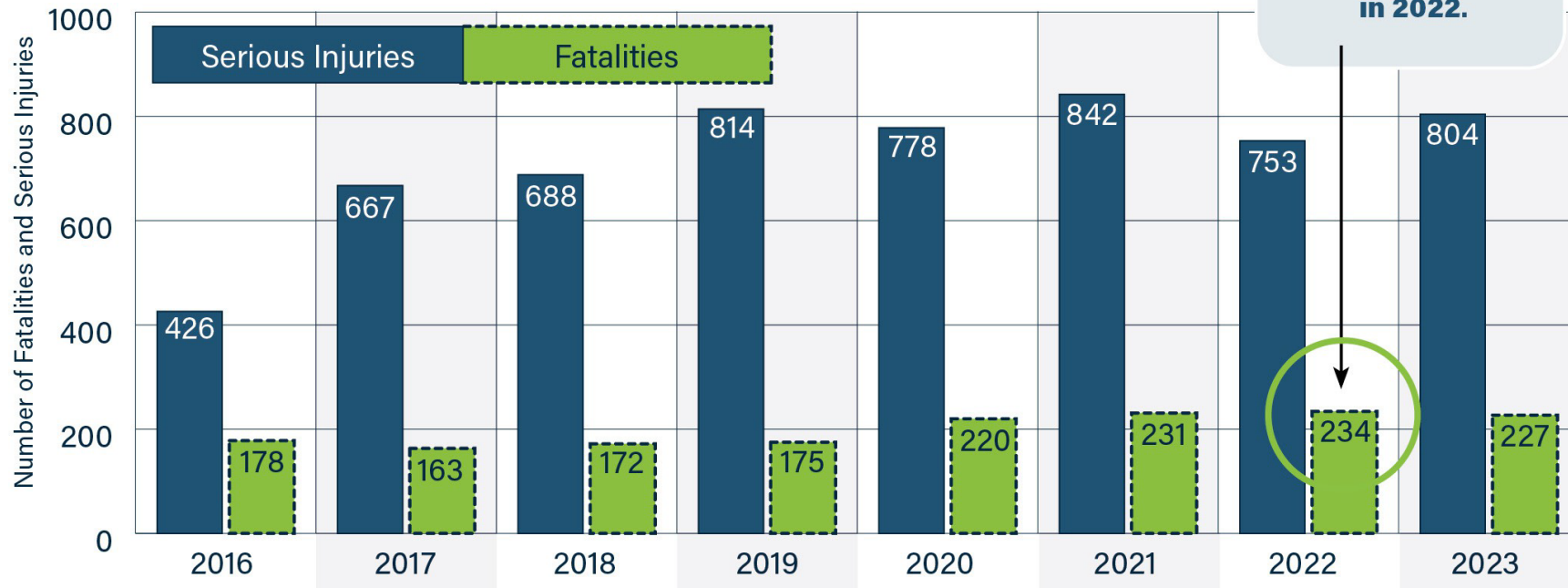
Bicyclists
(2% KA crashes)

Findings from Analysis

Fatal and Serious Injury Crashes

SAFETY DATA SPOTLIGHT

Fatalities have been increasing in the CAMPO region since 2020, reaching an all-time high in 2022.



Goals for the Safety Plan



Achieve significant reduction in fatalities and serious injuries on the region's transportation system.

**Inform
other regional
efforts**

**Increase
awareness of
transportation
safety and risks**

**Identify
needs and
recommended
safety
improvements**

**Ensure
consistency
with HSIP and
USDOT funding
programs**

**Follow a
Safe System
Approach**

Bringing it all together

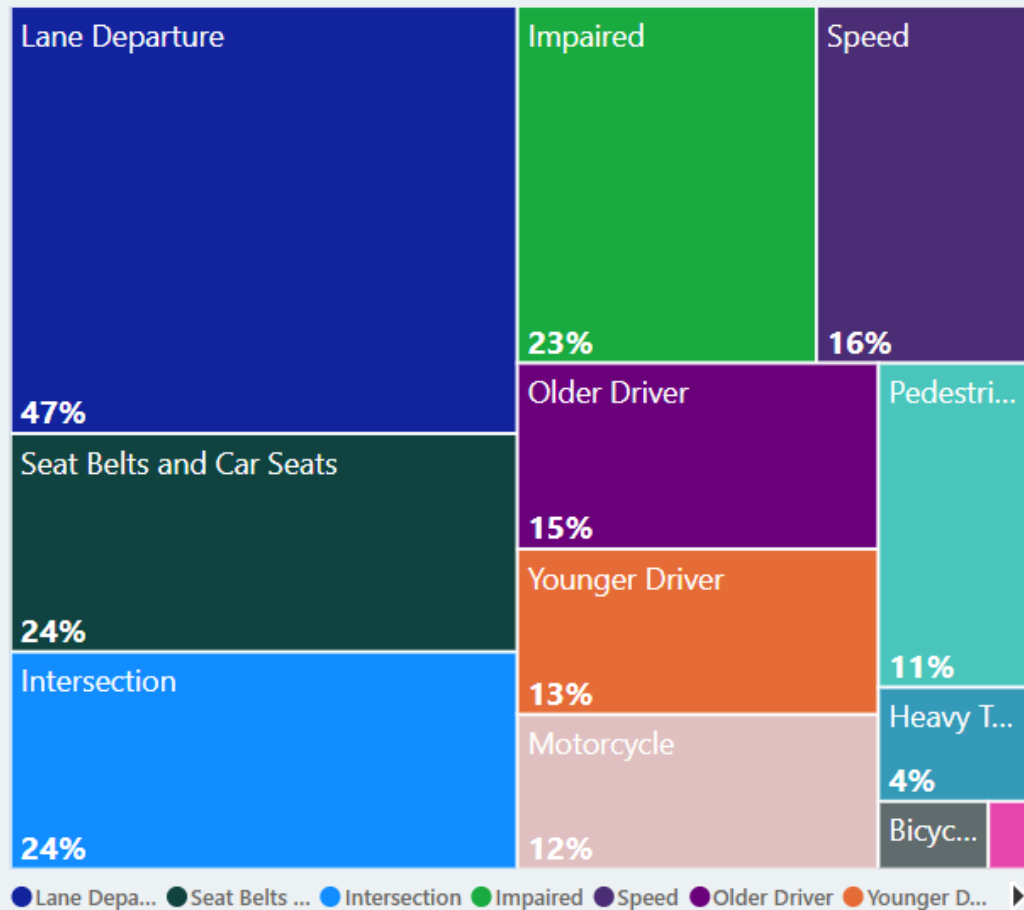


CAMPO - Emphasis Areas

Emphasis Areas in All Crashes

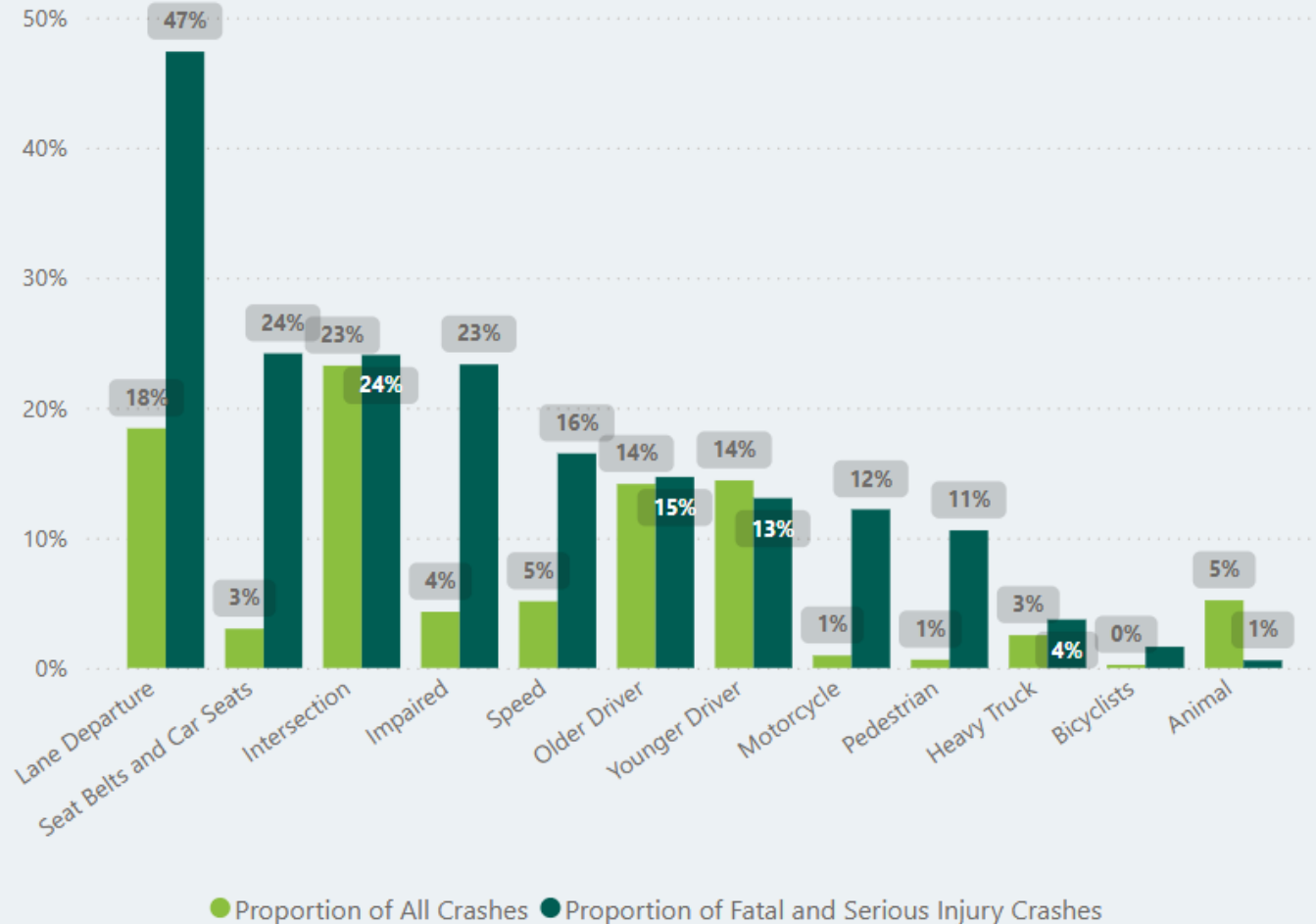
Emphasis Areas in Fatal and Serious Injury Crashes

Fatal and Serious Injury Crashes by Emphasis Area



Proportion of Crashes by Emphasis Area

Emphasis Areas Comparison Table





BLUEPRINT FOR SAFETY

CAMPO Regional Transportation Safety Action Plan



Public Feedback*

We asked you about **exponential regional growth, infrastructure accommodations and improvements, road use and behavior, and vulnerable road users** in the Capital Area Metropolitan Planning Organization (CAMPO) region of North Carolina.

*The survey was promoted between May 2024 and September 2024, and pop up events occurred between June 2024 and September 2024.

19

Engagement events hosted across the CAMPO region

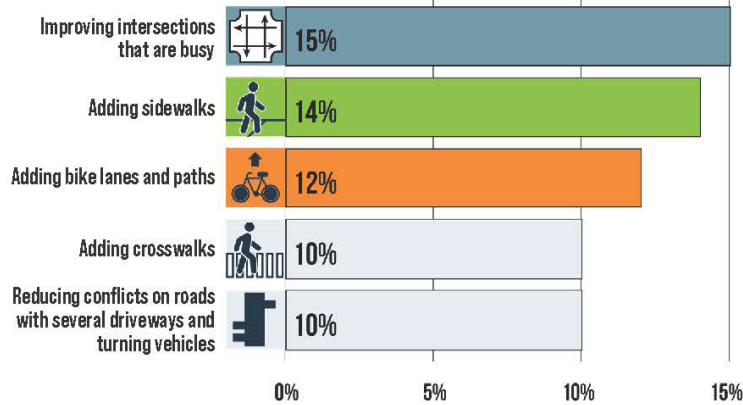
218

People participated in providing input at these events

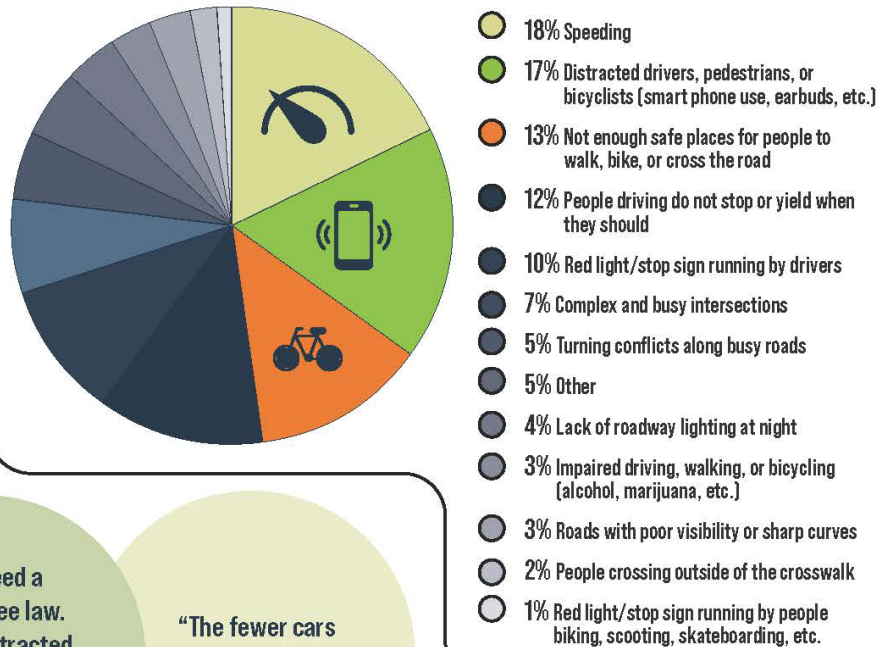
726

Total (individual) survey responses across the CAMPO region

Survey respondents are most interested in the following safety improvements:



Survey respondents are most concerned about these safety issues:



Public Engagement Summary

“Our roadways have been overdesigned to forgive the mistakes of drivers, allowing them to drive faster with minimal consequences.”

“People in the city see cyclists as a problem instead of part of the congestion solution.”

“We need a hands-free law. By far, distracted driving is what makes the roads unsafe.”

“The fewer cars on the road, the safer it is.”

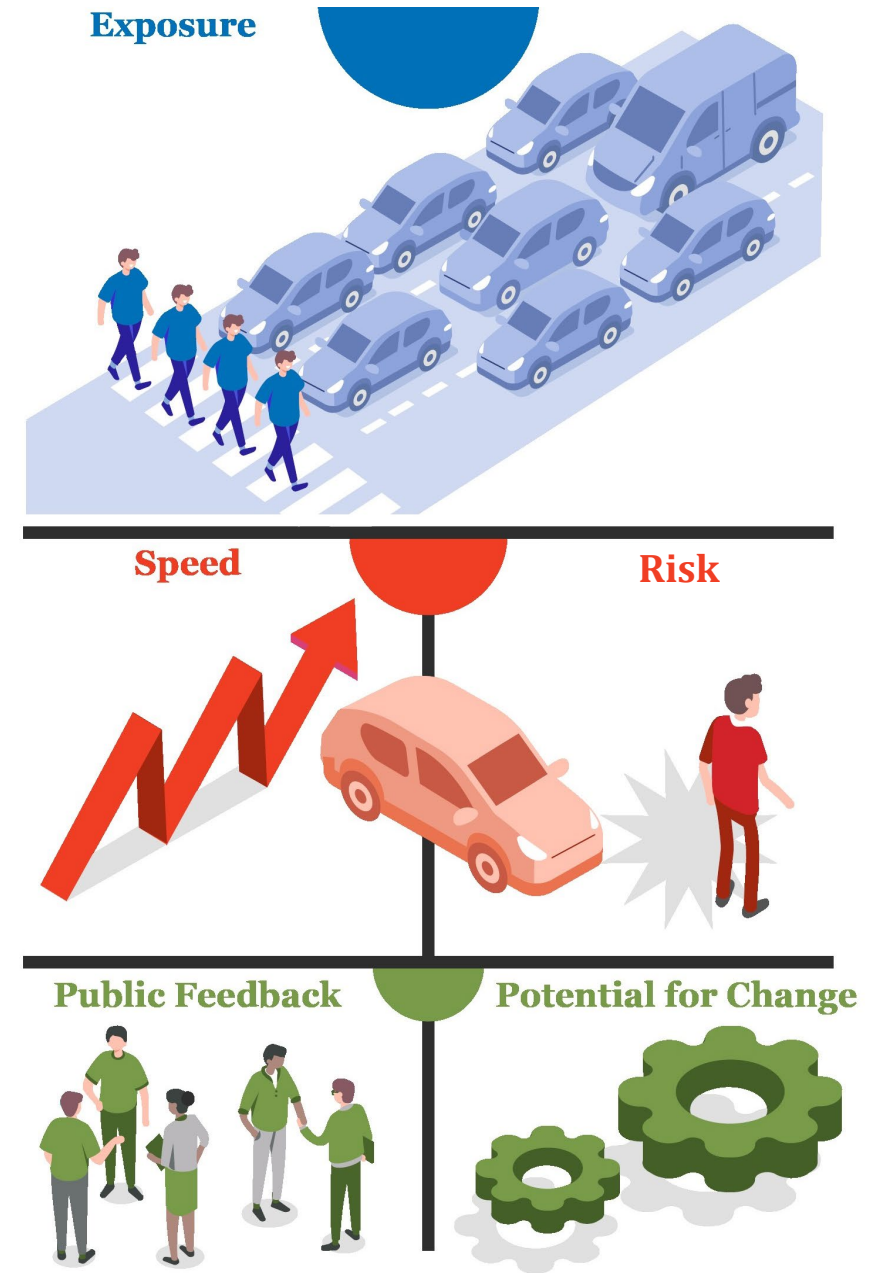


Solving Problems

Combined Reactive and Proactive Approach

The Safe System Approach considers several factors:

- Likelihood or Crash Risk
 - What severe crashes are most likely – regardless of crash history - and what countermeasures reduce the frequency of severe crashes?*
- Context and Exposure
 - Where do traffic volumes impact crash frequency? Where are different roadway users most often in conflict?*
- Severity
 - Increased kinetic energy (i.e., speed) result in greater injury. Where does speed need to be managed based on development context?*



Implementation Strategy: Road Safety Audits



RSA

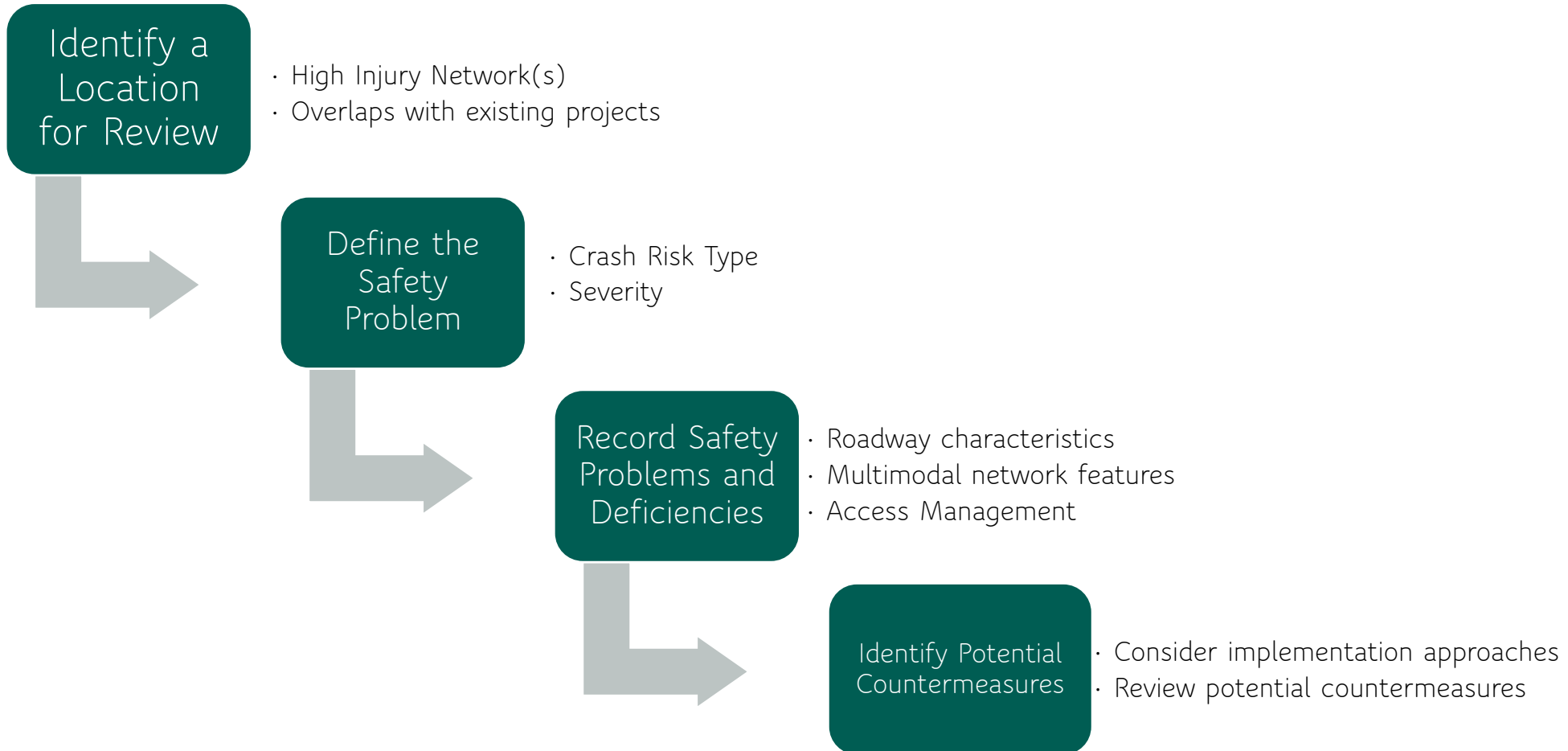
Perform a robust field review to identify near-term needs and low-cost improvements. Coordinate with NCDOT to develop as potential HSIP projects or to provide recommendations for LAPP proposals or STIP projects.

Countermeasure Types

Crash Type	Countermeasure Type
Animal	Animal Crossing
Bicycle	Bikeways
Bicycle - Intersection	Intersection Treatment
Intersection	Access Management
	All Way Stop
	Alternative Intersection
	Interchange
	New Signal
	Signage / Markings / Flashers
	Signal Modification
	Technology / ITS
Two Way Stop	

Crash Type	Countermeasure Type
Lane Departure	Access Management
	Barrier
	Signage / Markings / Flashers
	Pavement Edge Treatments
	Rumble Strips
	Widen Shoulder
Motorcycle	Barrier
Pedestrian	Crossing Improvements
	Sidewalks
	Intersection Treatment
Speed	Signal Modification
	Speed Management
	Traffic Calming
Various	Lighting
	Road Diet

Safety in All Projects Review

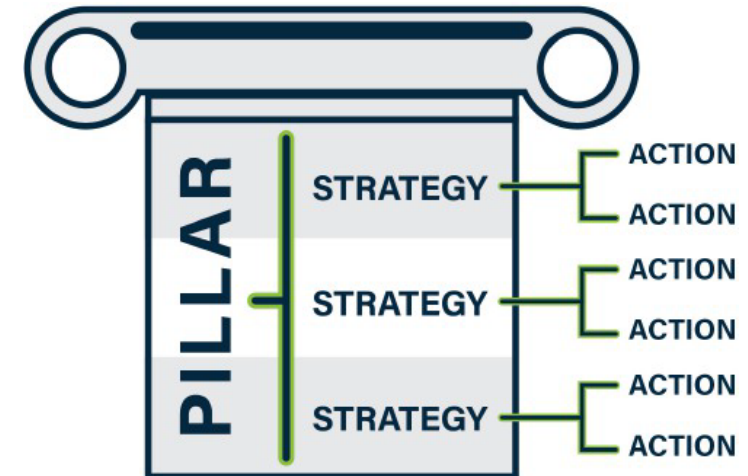


CAMPO's Goal for Safety



CAMPO Safety Goal: A 50% reduction of fatal and serious injury crashes by 2055 and ultimately moving towards zero fatal and serious injury crashes.

- Executive Board Approved
- Aligns with SHSP and 2055 MTP
- Annual reporting on Performance Metrics
- Requires a focused effort:
 - *3 Safety Pillars*



Safety Pillars

Strategies and actions are grouped into the following pillars:

**Safety
Policy**

**Safety
Culture**

**Safety
Projects**

CAMPO's Inaugural Blueprint for Safety Implementation Summit

Keynote Speaker – Dr. Laura Sandt



Laura has a Ph.D. in epidemiology from the UNC-Chapel Hill Gillings School of Global Public Health, and a Masters in Regional Planning from UNC-Chapel Hill with a concentration in transportation and land use.

Co-director of the University of North Carolina (UNC) Highway Safety Research Center (HSRC)

Wed., Dec 3 from 8:30 -11:30 AM
at Wake County Commons Bldg.
4011 Carya Dr, Raleigh, NC 27610



Local Plan Reviews

- Town of Knightdale
- City of Raleigh

CAMPO's Inaugural Blueprint for Safety Implementation Summit

Participants will engage in the implementation of the Blueprint for Safety through two task force groups established through the Plan

Policy & Culture Task Force



Lucy Garcia - Chair

Projects Task Force



Stephen Morgan Chair



Caleb Allred - Liaison



Evan Koff - Liaison

Initial Networking

- Will occur between 8:30 and 9:00 AM

Formal Summit


- Will begin at 9:00 AM

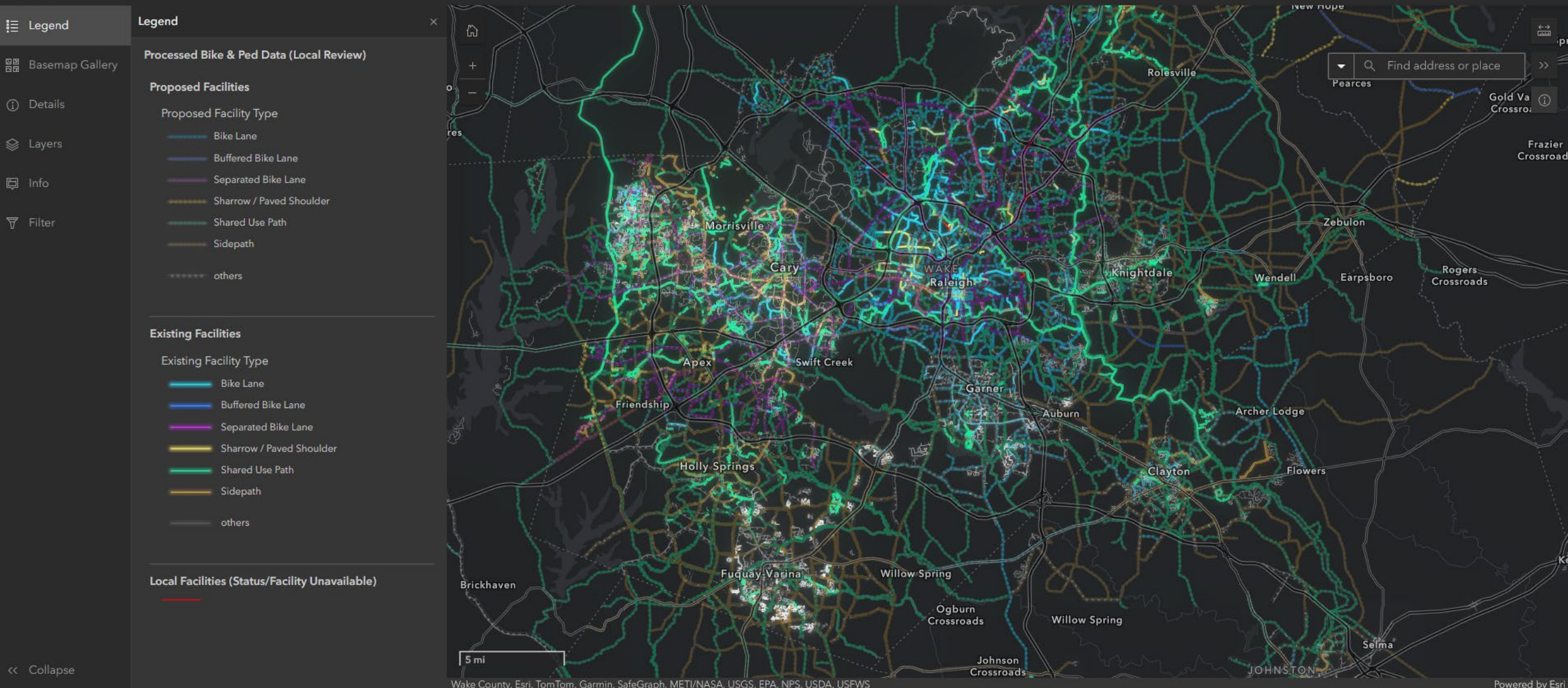
2025 Blueprint for Safety Implementation Summit



Register Online by Nov. 19

CAMPO Regional Bike/Ped Attribute Map

 CAMPO 2055 MTP - Local Bike/Ped Attribute Processing Review





NORTH CAROLINA
Department of Transportation

NCDOT Updates

Hart Evans
Statewide Planning and Programming Manager

November
2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Statewide Active Transportation Plan

Preliminary Scoping underway- focus on safety, mobility, quality of life, accessibility—Key is usable plan!

Steering Committee- NCDOT Units, planning organizations, public transit agencies , advocacy groups, health, economic, and environmental sectors

Early 2026 Kickoff- anticipated to take one year

Focus Groups across the state

Who will use it? Everyone!

Will look to assess current conditions, consolidation of plans/resources, existing gaps, policy assessment, assess/explore current and needed programs/initiatives, funding evaluation, implementation plan with specific strategies and action items with performance measures.

Statewide Active Transportation Plan

Some changes since 2013 Plan:

- complete streets policy and implementation guidance
- shift in preferred bicycle and pedestrian design (such as separated facilities)
- greater recognition in the need to coordinate modal options (such as bus stop/service connections to active transportation)
- micromobility (e-bikes and e-scooters – personal and shared platforms)
- growth in demand for walkable/bikeable communities
- creation of TOD and mobility hub concepts
- autonomous vehicles



WalkBikeNC
NORTH CAROLINA STATEWIDE PEDESTRIAN AND BICYCLE PLAN

Mobility
Safety
Health
Economy
Environment

Summary Document
December 2013

ncdot.gov

Statewide Active Transportation Plan

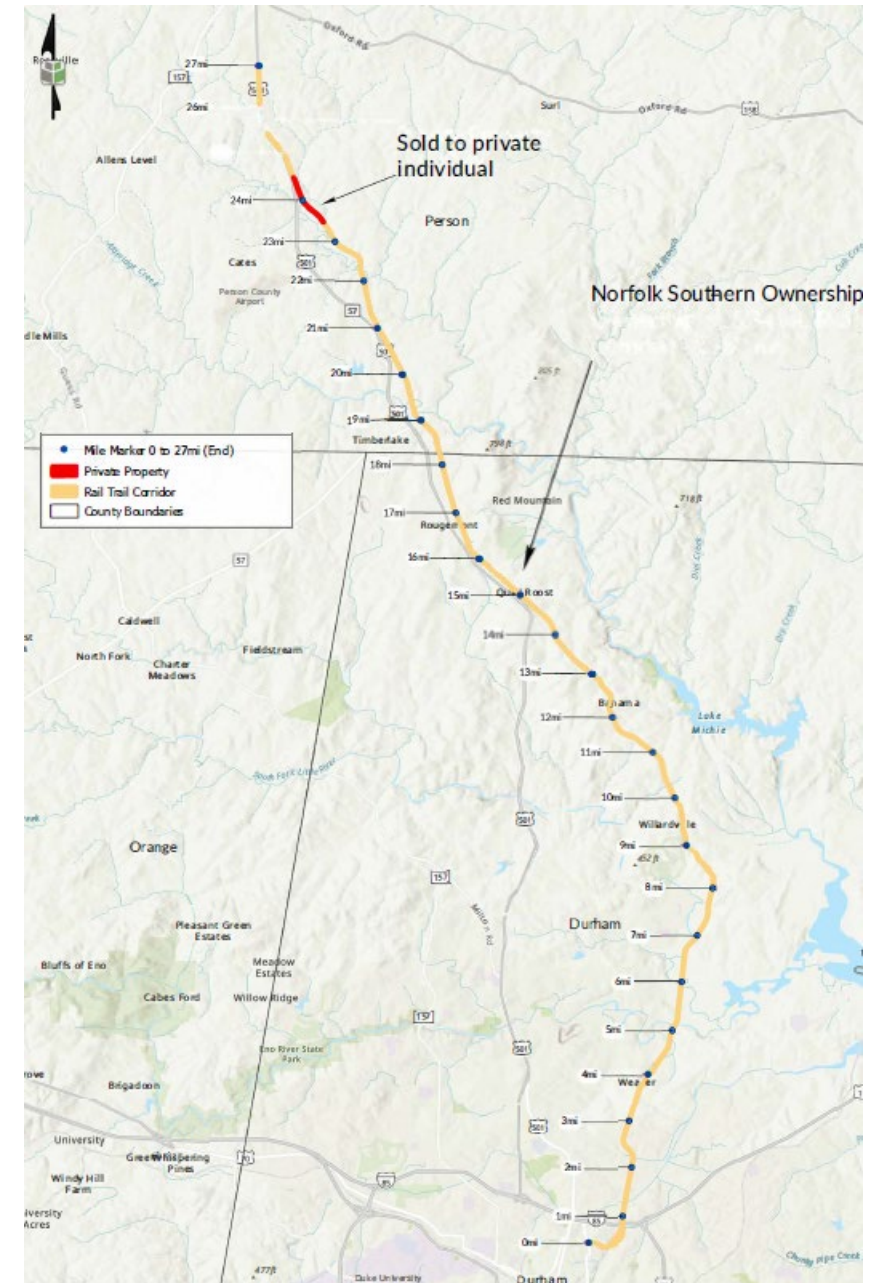
Sign up to receive updates!



[http://www.publicinput.com/
ncactivetransportation](http://www.publicinput.com/ncactivetransportation)

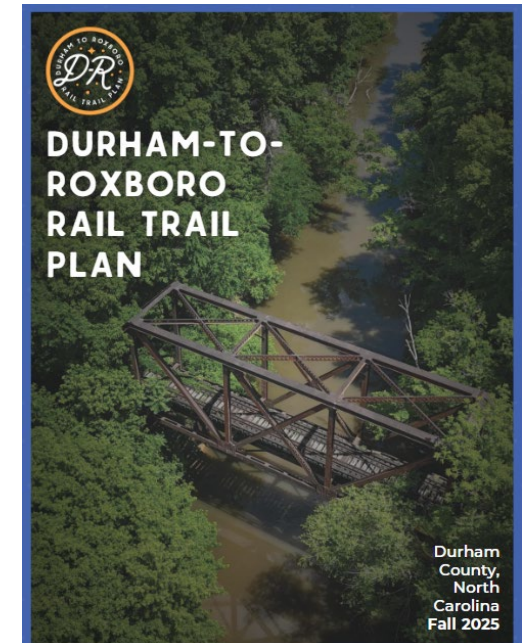
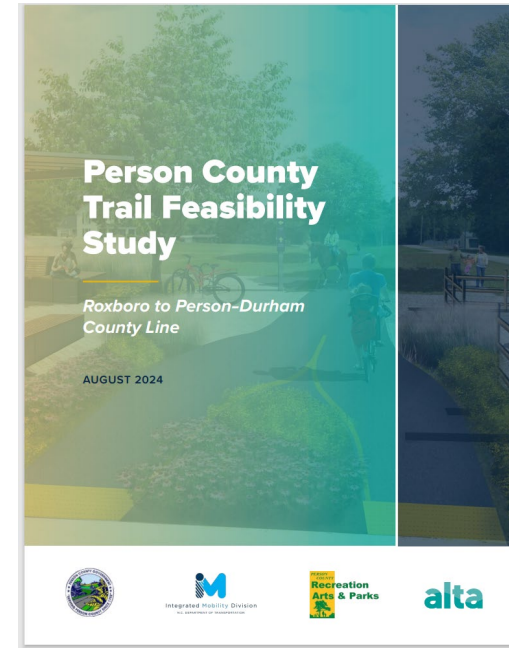
Durham to Roxboro Rail Trail

- Acquisition of 26-mile abandoned Norfolk Southern Corridor
- Fee-simple Ownership
- \$13.5 million dollar acquisition underway
- Local partners: Durham County, Person County, City of Durham, East Coast Greenway, The Conservation Fund
- Rail corridor will be preserved in perpetuity through NCDOT ownership
- Phased implementation approach
- Connect to Durham Downtown Trail and American Tobacco Trail



Durham to Roxboro Rail Trail

- Feasibility Studies Conducted for all segments
- Person County Feasibility Study completed 2024
- Durham County Feasibility Study completed this Fall
- Preferred facility widths and design concepts
- Public engagement
- Preliminary trailhead identification areas
- Costs
- Implementation Plan



TOLL CREDIT PILOT PROJECT IMPLEMENTATION



Toll Credit Review

What are toll credits?

- FHWA uses toll credits to reward states for spending toll revenue on projects that would otherwise require federal-aid support.
- Toll credits do **NOT** generate new money.
- Toll credits allow states to use their existing Federal funds to fulfill the non-Federal match requirements on Federal-aid projects.
- Toll credits can be applied to any Federal-aid transportation project; they are **NOT** limited or restricted to toll projects or Divisions with toll facilities.

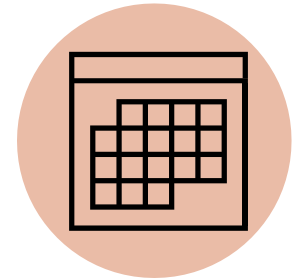


Image Source: [FHWA Center for Innovative Finance Support](#)

Pilot Program for Applicable Projects

Overview and Recommendations

- Target underutilized federal funds
- Alleviate state match constraints
- Pilot program for applicable projects:
 - Competitive application program for local match
 - Opportunity for local governments to apply for federal toll credits
 - Cost increase of local match fulfilled using federal funds



Pilot Program for Applicable Projects

Purpose

Pilot program goals:

- Minimize project delivery delays caused by local funding constraints.
- Target Federal funds that are difficult to use:
 - TAP – Transportation Alternatives
 - CMAQ – Congestion Mitigation & Air Quality
 - CRP – Carbon Reduction
- Allow locals opportunity to participate in this Federal-aid financing tool

Weighted Scoring:

- 29% Economic distress
- 28% Project delay
- 28% Cost increase
- 15% Qualitative Scoring (cost constraints)

Limited resource: Pilot program limited to \$15M credits

Toll credits will only be used to cover the match on increases and not the entire project

Pilot Program Selected Projects

Division	County	Municipality	STIP ID
7	Rockingham	Mayodan	EB-5891
7	Alamance	Burlington	EB-5879
7	Alamance	Burlington	EB-5885
8	Lee	Sanford	EB-5867
8	Scotland	Laurinburg	EB-5865
8	Scotland	Laurinburg	EB-5872A
8	Scotland	Laurinburg	EB-6015B
8	Scotland	Laurinburg	EB-6015A
8	Lee	Sanford	EB-5868
9	Forsyth	Winston-Salem	EB-5722
9	Forsyth	Winston-Salem	EB-5810
10	Cabarrus	Concord	EB-5732
11	Watauga	Boone	EB-5983
12	Catawba	Hickory	C-5196
12	Gaston	Mount Holly	EB-5912
12	Gaston	Mount Holly	EB-5748
13	McDowell	Marion	EB-5753
13	Burke	Morganton	EB-5978
14	Macon	Franklin	EB-5964
14	Transylvania	Brevard	BN-0011

IMD's ROLE

Pilot Program Administration (in Collaboration with the STIP Unit)

- Develop program tracking tools
- Assess project status
- Assist with the development of action plans and milestones
- Develop a final report on program results
- Provide administrative tasks to support program delivery as needed



Pilot: Complete Streets Review in Maintenance and Resurfacing Projects



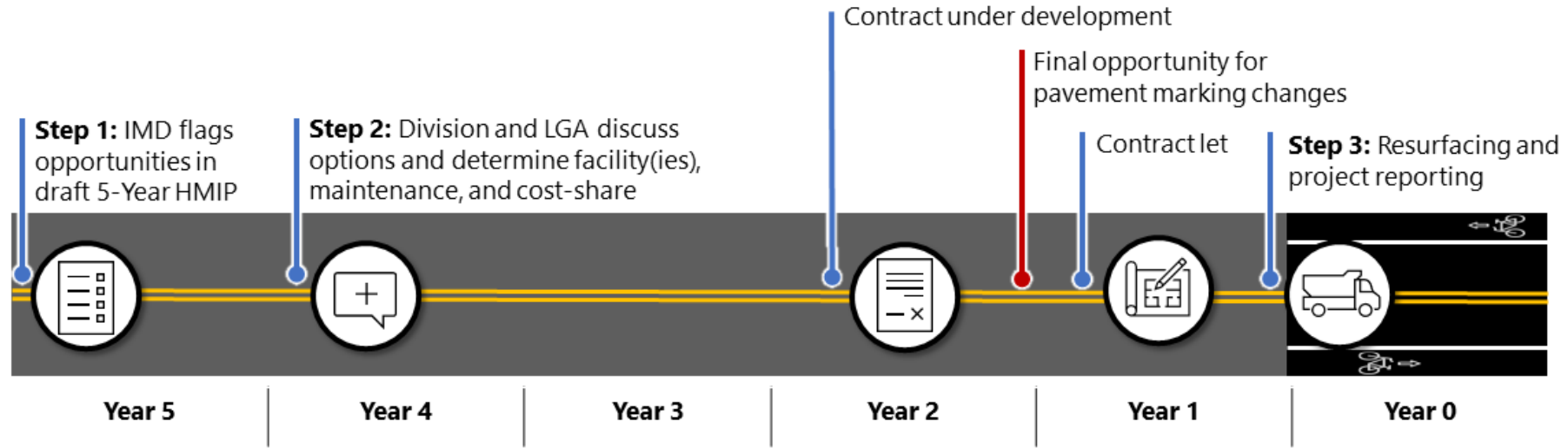
Pilot Project:

IMD is collaborating with Division 5 to test the implementation of complete streets review, infrastructure recommendation, and implementation of projects in the Highway Maintenance Improvement Plan (HMIP).



Pilot start date in coordination: likely to start early 2026

Complete Streets Review Process - HMIP



- Pavement resurfacing projects will be the primary maintenance activity following this process; however, all this guidance applies to all activities where pavement markings are being replaced or modified.
- Complete Streets projects that require additional right-of-way (ROW), construction of geometric improvements, or modification of the curb line are not compatible for inclusion in an HMIP project.

Pilot Objectives

Evaluate the Level of Effort/Resource Needs

- Review
- Design
- Construction
- Administrative Oversight

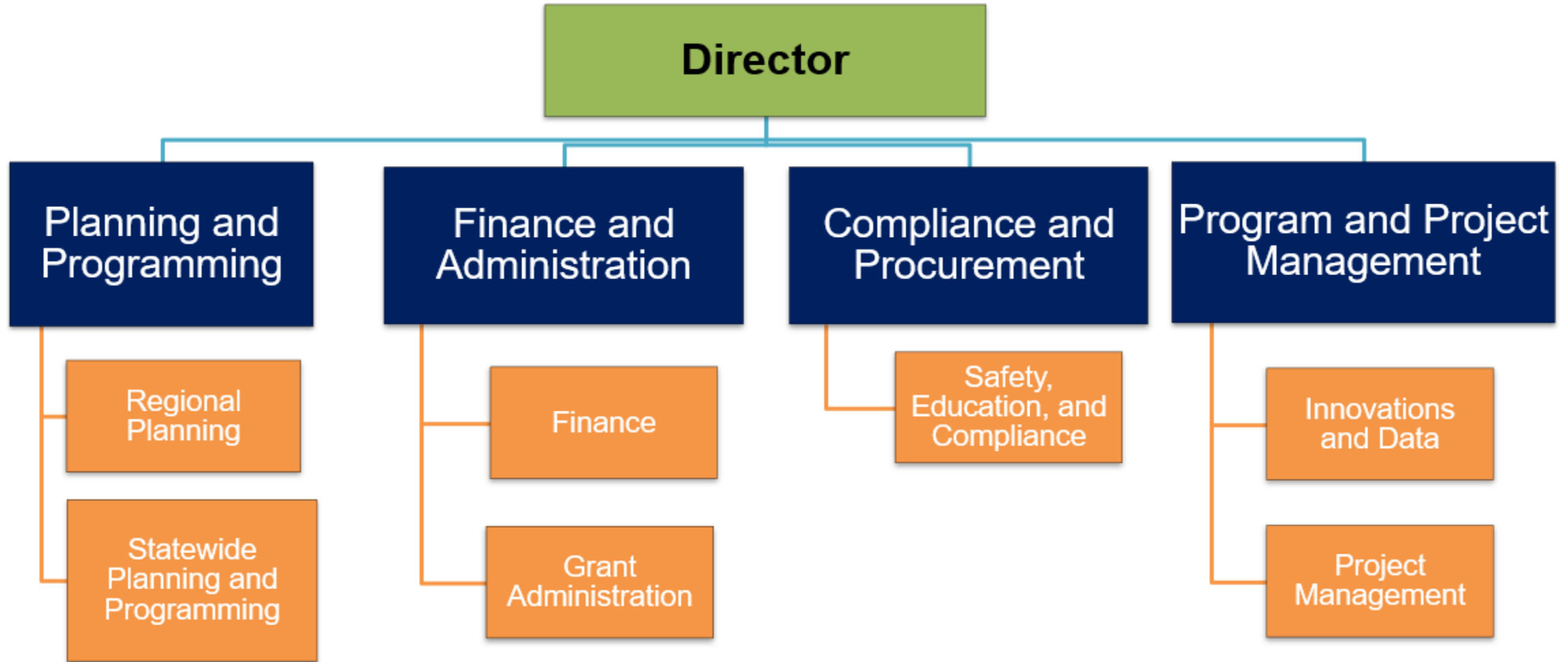
Evaluate Additional Costs and Potential Cost Share Opportunities

Areas for Process Improvements

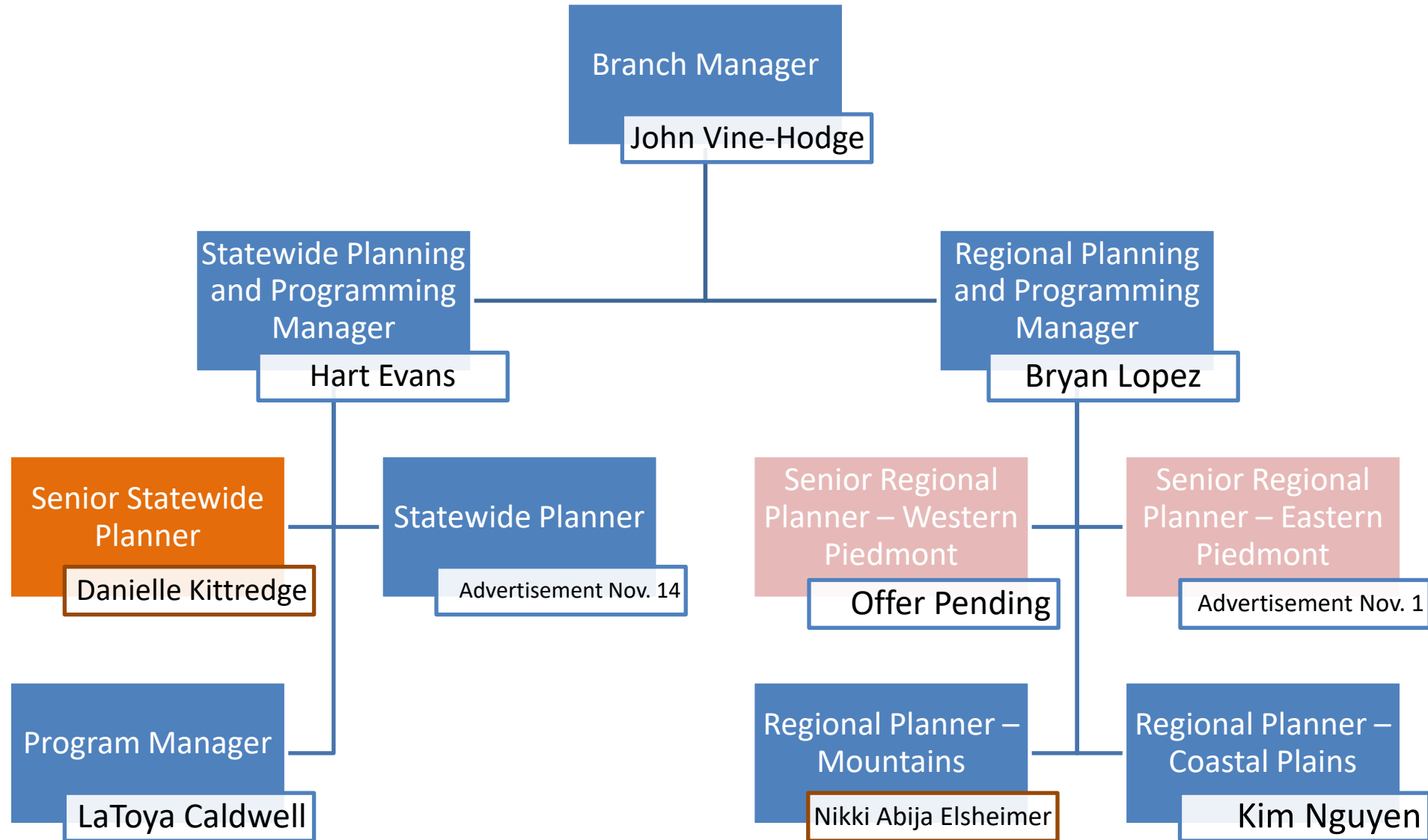
Development of a Statewide Process



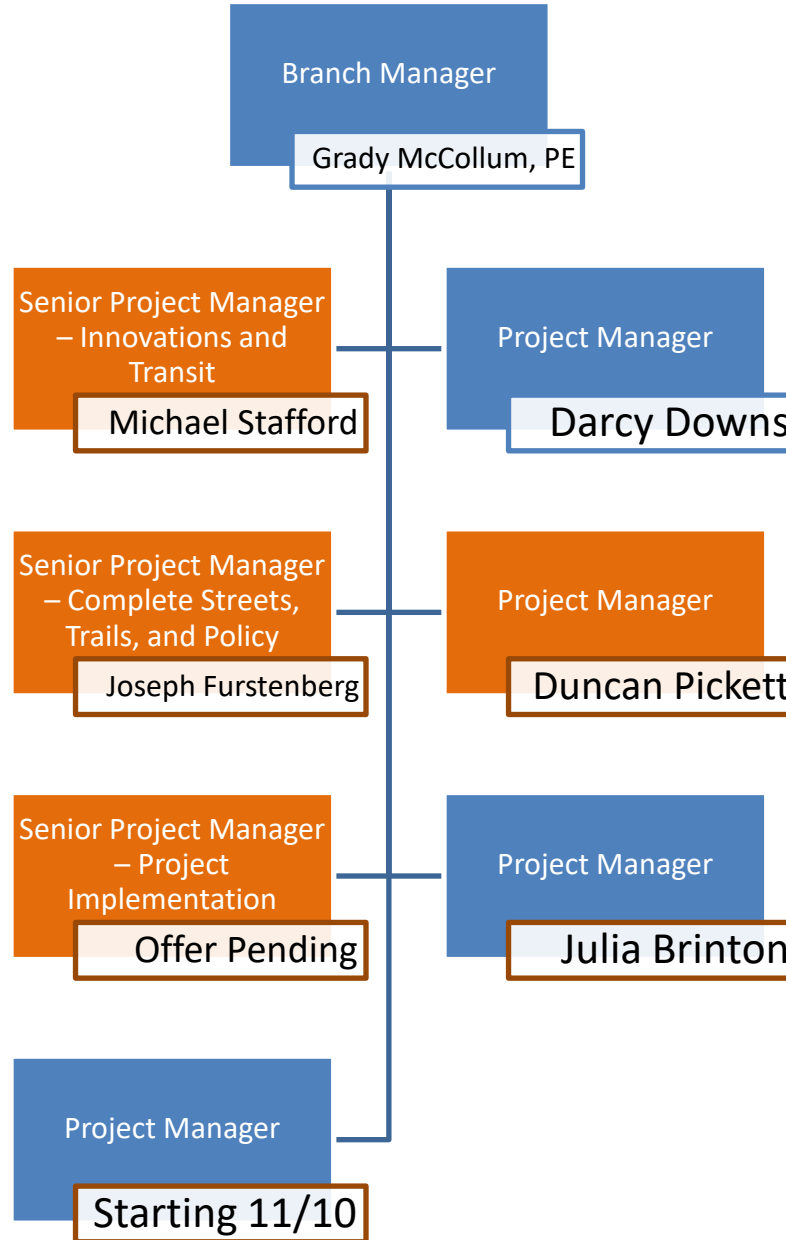
IMD's Organizational Structure



Planning and Programming Branch



Program and Project Management Branch



Thank You!
