

Make NC a Leader in Active Transportation Investments

A Triangle Metro Region Transportation Priority

Surpass peer states in funding economically beneficial and safety-focused bicycle and pedestrian projects and programs.

Whether it's a critical link in NCDOT's Great Trails State Plan, an important sidewalk connection to make travel to school safer, or a Main Street bike and pedestrian project to serve businesses, state funding provides crucial leverage for federal funds and local contributions.



- 16% of crash fatalities are either pedestrians or cyclists -

North Carolina and the Triangle Metro Region should prioritize active transportation investments that support healthy and safe communities. Primary focus areas are:

- Improved implementation of **Complete Streets** projects and
- **Active Routes to School, Parks, and Transit** approaches that have demonstrated health, equity, and academic performance benefits.

Complete Streets

What success looks like: NCDOT Complete Streets policy implementation is based on the land use and travel characteristics of corridors, along with the needs of users, not on the type of facility that is built or the community it is in. NCDOT, MPOs, RPOs, and local communities seamlessly blend federal, state and local funds to achieve results.

A Successful Complete Street



Key State Actions

- Restore state funding for independent active transportation projects to put all modes on a level playing field.
- Make facility maintenance easier.
- Lower the local match requirements to incentivize more investments.
- Leverage all funding programs, including safety, for active transportation.
- Develop best practices for tracking success in active transportation.

Triangle Projects That Could Benefit

- NC 98 Corridor
- Triangle Bikeway
- NCDOT Great Trails State routes

Active Routes to School

What success looks like: School systems and local communities – with support from the MPOs and NCDOT – continue to expand the reach of the Active Routes to School (AR2S) program, both at existing schools and in the earliest stages of planning for new schools.

A Successful Active School



Key Policy Considerations

- Physical activity has a proven positive impact on learning and health.
- Schools that participate see improvements in academic performance as well as classroom behavior.
- Working together, NCDOT and MPOs can emphasize the use of flexible funding for active routes to school investments.
- Each student who can walk or cycle can mean one fewer parking space or car in the pick-up line.

Next Steps for the Metropolitan Planning Organizations

- Dedicate MPO staff time to work with NCDOT on tracking complete streets implementation progress.
- Work with NCDOT to propose modified procedures and standards that can make the design, funding, and maintenance of complete street elements easier to accomplish.
- Maintain the current emphasis on active and safe routes to schools, but expand the focus to parks, transit stops, job hubs, and grocery stores.
- Work with legislators to restore state funds for stand-alone bike/pedestrian projects.
- Give priority to projects with active transportation elements in existing funding programs.

How to Support Active Transportation Investment in Your Community

- Engage school staff and PTAs to organize 'walking and cycling school bus' efforts.
- Have staff and advisory boards provide input at early stages of school siting and design processes.
- Make sure that active transportation investments and strategies are infused in all local land use, transportation, parks and school planning efforts, focusing on equitable investments to connect neighborhoods to key hubs and services.

