



4. IMPLEMENTATION

Overview

This chapter outlines the implementation priorities, staffing, evaluation and facility development methods, implementation resources, and more than 20 specific action steps. Table 4.1 summarizes the action steps, along with all other recommendations made throughout the plan, and defines recommended actions, lead & support agencies, and action step phasing.

Implementation Priorities

ADOPT THIS PLAN

Through adoption, this Plan becomes an official planning document of the Town. Adoption shows that the Town of Aberdeen has undergone a successful, supported planning process. The Town can then use this document to improve its chances in receiving funding through NCDOT and other outside resources. The Town Council and Planning Board should become knowledgeable of this Plan and support bicycle-related projects and policies. Finally, this Plan's recommendations should also be integrated into future Town of Aberdeen planning documents.

BEGIN BUILDING PROJECTS

Steering Committee input, public input, existing plans, connectivity, and other factors were used to develop the recommended bicycle network (see Chapter 3). These projects should be supported by a combination of grants, local funding, and state funding, and should be constructed in coordination with local development and state transportation projects (see Funding Appendix in Aberdeen's Pedestrian Plan and refer to page 4-4 and 4-5 for facility development methods).

IMPROVE AND ENFORCE BICYCLE-RELATED REGULATIONS.

Regulations should be enforced to ensure that future development provides for bicycle facilities on adopted plans. Some bicycle & pedestrian policy recommendations are provided in detail in Chapter 4 and Appendix D of Aberdeen's Pedestrian Plan. For state roadways (which comprise most of Aberdeen's recommended bicycle network) see the "Complete Streets" policy that was adopted by NCDOT in 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. Under the new policy, the Department will collaborate with cities, towns and communities during the planning and design phases of projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area. The guidance in the updated cross sections establishes design elements that emphasize safety, mobility, and accessibility for multiple modes of travel. For more information, contact the State Roadway Design Engineer, or visit: www.nccompletestreets.org

CREATE A BICYCLE AND PEDESTRIAN ADVOCACY GROUP.

Many communities across the State have committees or groups who advocate for the needs of local bicyclists and pedestrians. The Town of Aberdeen should create an advocacy group committee to embrace an advocacy role for bicycle and pedestrian issues. The committee should help coordinate the implementation of this Plan, develop programs, listen to community needs, promote the pedestrian network, and keep positive momentum going. Consider planning board members, Town staff, Steering Committee members, and Moore County representatives for advocacy group members.

There are a few optional structures for this group:

- A Town-appointed group/committee that reports to the Town Council
- A standalone advocacy group that provides support to the Town and community
- A subcommittee of the Town Planning Board

The committee can also help monitor the progress of the Town and NCDOT as they develop new facilities and programs. This group can assist in researching and applying for trail and bicycle-related construction grants. Coordination with NCDOT, specifically the Division of Bicycle and Pedestrian Transportation and the local Division 8 office, will prove critical if this plan is to be implemented successfully.

TAKE ADVANTAGE OF ALL OPPORTUNITIES.

Some of the most cost-effective opportunities to provide bicycle facilities are during routine roadway construction, reconstruction, and repaving projects. A new commercial development or a roadway widening project, for instance, would provide a good opportunity to add shoulder width or paint shared lane markings as part of an existing effort, potentially saving costs.

SEEK MULTIPLE FUNDING SOURCES AND FACILITY DEVELOPMENT OPTIONS.

Multiple approaches should be taken to support bicycle facility development and programming. It is important to secure the funding necessary to undertake short-term projects but also to develop a long term funding strategy to allow continued development of the overall system. Capital and Powell Bill funds for bicycle facility and greenway construction should be set aside every year, even if only for a small amount (small amounts of local funding can be matched to outside funding sources). A variety of local, state, and federal options and sources exist and should be pursued. These funding options are described in Appendix B of Aberdeen's Pedestrian Plan. Other methods of bicycle facility development that are efficient and cost-effective are described later in this chapter.

DEVELOP BICYCLE PROGRAMMING.

Programs such as Safe Routes to School can help educate and encourage users. Safe Routes to School offers a number of school workshop opportunities and construction funding for improvements around schools. Public events and media involvement should occur when announcing new walkways and projects. Refer to Chapter 4 of Aberdeen's Pedestrian Plan for a comprehensive list of program ideas.

ENSURE PLANNING EFFORTS ARE INTEGRATED REGIONALLY.

Combining resources and efforts for bicycle planning and trail planning with surrounding municipalities, regional entities, and stakeholders is mutually beneficial to all parties involved. Regional, long-distance trails often spark the most excitement, use, and tourism. The Town should remain coordinated with Moore County and neighboring municipalities on regional trail initiatives. It is important to stay aware and communicative with other municipal, county, state, and NCDOT efforts to ensure the Town takes advantage of funding opportunities and support. A BPAC member, for example, could have the responsibility of staying in tune and updating the Town on regional trail initiatives.

After adoption by the Town, the Town should ensure that this document is recognized by regional transportation planning agencies, such as NCDOT Division 8, and the MPO. The plan's recommendations should be programmed into the official work schedule and planning of these organizations.

BECOME DESIGNATED AS A BICYCLE FRIENDLY COMMUNITY.

This Bicycle Plan should help to transform Aberdeen into a “Bicycle Friendly Community” (BFC). The Bicycle Friendly Community Campaign is an awards program that recognizes municipalities that actively support bicycling. A Bicycle Friendly Community provides safe accommodation for cycling and encourages its residents to bike for transportation and recreation. The League of American Bicyclists (LAB) administers the Bicycle Friendly Community Campaign and a committee of the LAB reviews and scores the BFC application. An award of platinum, gold, silver or bronze status is designated for a period of four years. The LAB and technical assistance staff continue to work with awardees and those communities that do not yet meet the criteria to encourage continual improvements.

The development and implementation of this Plan is an essential first step in eventually becoming a Bicycle Friendly Community. Having a citizen’s board officially dedicated to these issues also helps tremendously. For example, the Town of Durham has had a BPAC in place for many years (<http://www.bikewalkdurham.org/>) and they recently received BFC status from the LAB. Even smaller communities, such as Davidson, NC, and Carrboro, NC, also have BPACs and are among the few communities in NC that are designated as “Bicycle Friendly”. Aberdeen should make progress in accomplishing the goals of this Plan, and then apply for BFC status.

Staffing

TOWN OF ABERDEEN

The Town’s Transportation Projects Manager, Planning Director, and Town Manager are responsible for leading the implementation of this Plan. The Town will continue to spearhead initiatives to manifest tangible, on the ground results, based on the recommendations of this plan.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NCDOT Division 8 maintains the state-owned roads in Aberdeen, affecting the bicycle facilities (or lack thereof) on much of Aberdeen’s roadway environment. Recommendations for bicycle facilities on NCDOT roads will have to be carried out through a coordinated effort between the Town of Aberdeen and NCDOT Division 8. Some technical assistance could also be provided through NCDOT’s Division of Bicycle and Pedestrian Transportation (the Town should be proactive in seeking such assistance, and should refer the departments back to this plan whenever possible).

POLICE DEPARTMENT

The Aberdeen Police Department plays a vital role in bicycle safety. All local police officers should be knowledgeable about North Carolina’s bicycle laws to promote positive interactions between bicyclists and motorists. The Guide to North Carolina Bicycle and Pedestrian Laws, written by the NCDOT Division of Bicycle and Pedestrian Transportation, should be distributed to local law enforcement. The Police Department should continue to specifically target any know areas of bicycle use and speeding, such as along Main Street.

VOLUNTEERS

For trail development, services from volunteers, students, and seniors, or donations of material and equipment may be provided in-kind, to offset construction and maintenance costs. Formalized maintenance agreements, such as adopt-a-trail/greenway or adopt-a-highway can be used to provide a regulated service agreement with volunteers. Other efforts and projects can be coordinated as needed with senior class projects, scout projects, interested organizations, clubs or a neighborhood’s community service to provide for many of the program ideas outlined in Chapter 4 of Aberdeen’s Pedestrian Plan. Advantages of utilizing volunteers include reduced or donated planning and construction costs, community pride and personal connections to the Town’s greenway and pedestrian networks.

Performance Measures (Evaluation and Monitoring)

The Town of Aberdeen should establish performance measures to benchmark progress towards implementing this plan. These performance measures should be stated in an official report within two years after the Plan is adopted. Performance measures could address the following aspects of bicycle transportation and recreation in Aberdeen:

- *Safety.* Measures of bicycle crashes and injuries or speeding in the Town.
- *Facilities.* Measures of how many bicycle facilities have been funded and constructed since the Plan's adoption.
- *Maintenance.* Measures of existing bicycle facility deficiency or maintenance needs.
- *Education, Encouragement and Enforcement.* Measures of the number of people who have participated in part of a bicycle program since the Plan's adoption.

Bicycle Facility Development Methods

This section describes various construction methods for the proposed bicycle facilities outlined in Chapter 3. Note that many types of transportation facility construction and maintenance projects can be used to create new bicycle facilities. It is much more cost-effective to provide bicycle facilities during roadway construction and re-construction projects than to initiate the improvements later as "retrofit" projects.

To take advantage of upcoming opportunities and to incorporate bicycle facilities into routine transportation and utility projects, the Town should keep track of NCDOT's projects and any other local transportation improvements. While doing this, staff should be aware of the different procedures for state and local roads and interstates.

NCDOT TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROCESS

The Transportation Improvement Program (TIP) is an ongoing program at NCDOT which includes a process asking localities to present their transportation needs to state government. Bicycle facility and safety needs are an important part of this process. Every other year, a series of TIP meetings are scheduled around the state. Following the conclusion of these meetings, all requests are evaluated. Bicycle transportation improvement requests, which meet project selection criteria, are then scheduled into a four-year program as part of the state's long-term transportation program.

There are two types of projects in the TIP: incidental and independent. Incidental projects are those that can be incorporated into a scheduled roadway improvement project. Independent are those that can stand alone such as a greenway, not related to a particular roadway.

The Town of Aberdeen, guided by the priority projects within this Plan, should present bicycle projects along State roads to the MPO and State. Local requests for small bicycle projects, such as shared lane markings or signage, can be directed to the MPO or the local NCDOT Division 8 office. Further information, including the criteria evaluated can be found at: www.ncdot.org/transit/bicycle/funding/funding_TIP.html

LOCAL ROADWAY CONSTRUCTION AND RECONSTRUCTION

Bicyclists should be accommodated when a new road is constructed or an existing road is reconstructed. All new roads with moderate to heavy motor vehicle traffic should have bicycle facilities and safe intersections. The Town of Aberdeen should take advantage of any upcoming construction projects, including roadway projects outlined in local comprehensive and transportation plans.

RESIDENTIAL AND COMMERCIAL DEVELOPMENT

Construction of bicycle facilities that corresponds with site construction is more cost-effective than retrofitting, and should be required during development. In commercial development, emphasis should also be focused on bicycle parking and safe bicycle access into, within, and through large parking lots. This ensures the future growth of the bicycle network and the development of safe communities.

RETROFIT ROADWAYS WITH NEW BICYCLE FACILITIES

It may be necessary to add new facilities before a roadway is scheduled to be reconstructed, especially on roadways that are not expected to be modified or improved in the foreseeable future. In some places, it may be relatively easy to add facilities to fill gaps, but other segments may require removing trees, relocating landscaping or fences, re-grading ditches or cut and fill sections.

BICYCLE LANE DEVELOPMENT THROUGH TRAVEL LANE NARROWING

One means of developing bicycle lanes is through restriping or travel lane narrowing. In laying out the bicycle network facility recommendations and methods, it was determined that 10' travel lanes were acceptable in order to fit bicycle lanes into the existing roadway environment. In fact, some existing State roadways in Holly Springs feature lane widths less than 9'. For example, an existing two lane cross section with 15' lanes (Total roadway width of 30') could be altered to 10' lanes with 5' bicycle lanes (Total roadway width of 30'). This methodology used in developing recommendations is supported by research in both automobile traffic safety and bicycle level of service improvements.

Current AASHTO literature, research, and precedent examples support the notion of reducing 12' travel lanes to 10' lanes. The 2004 AASHTO Green Book states that travel lanes between 10 and 12 feet are adequate for urban collectors and urban arterials. (1) "On interrupted- flow operating conditions at low speeds (45 mph or less), narrow lane widths are normally adequate and have some advantages." At the 2007 TRB Annual Meeting, a research paper using advanced statistical analysis, supported the AASHTO Green Book in providing flexibility for use of lane widths narrower than 12 feet on urban and suburban arterials. The paper indicates there is no difference in safety on streets with lanes ranging from 10 to 12 feet. "The research found no general indication that the use of lanes narrower than 12 feet on urban and suburban arterials increases crash frequencies. This finding suggests that geometric design policies should provide substantial flexibility for use of lane widths narrower than 12 feet." The research paper goes on to say "There are situations in which use of narrower lanes may provide benefits in traffic operations, pedestrian safety, and/or reduced interference with surrounding development, and may provide space for geometric features that enhance safety such as medians or turn lanes. The analysis results indicate narrow lanes can generally be used to obtain these benefits without compromising safety" and "Use of narrower lanes in appropriate locations can provide other benefits to users and the surrounding community including shorter pedestrian crossing distances and space for additional through lanes, auxiliary and turning lanes, bicycle lanes, buffer areas between travel lanes and sidewalks, and placement of roadside hardware." (2)

Precedent examples also show the large number of communities around the United States that have narrowed travel lanes to enable the development of bicycle lanes. The Missoula Institute for Sustainable Transportation accumulated a list of these communities by asking members of the Association of Pedestrian and Bicycle Professionals. The webpage titled "Accommodating Bike Lanes in Constrained Rights-of-Way (<http://www.strans.org/travellanessurvey.htm>) lists the community, their methods, and contact information. Cities such as Arlington, VA, Cincinnati, OH, Charlotte, NC, Houston, TX, and Portland, OR have regularly narrowed travel lanes to 10' or even commonly use them in new roadway

development. Arlington, VA has been installing bicycle lanes on streets when they are repaved and have a number of streets with 10' lanes and bicycle lanes that have been functioning well without operational issues and complaints. Cincinnati, OH uses a policy that 10 foot lanes on collections and arterials are always permitted. New installations of 10 foot lanes with bicycle lanes require a speed limit of 35 mph or under. By restriping 12 foot lanes to 10 feet, the City of Houston, TX has converted 30 miles of arterial streets. Lane narrowing and the addition of bicycle lanes will require further analysis beyond this planning effort.

Changing the roadway design may also require a reduction in speed limit and consideration of traffic calming designs such as median islands. For roadways with higher speed limits and traffic volumes, wider bicycle lanes may be warranted. Further analysis of bicycle lane restriping projects is warranted to determine appropriateness of lane narrowing, bicycle lane widths, and speed limits that impact both motorists and bicyclists.

SIGNAGE AND WAYFINDING PROJECTS

When more bicycle facilities are constructed, the Town should consider designing and implementing a wayfinding program around Downtown Aberdeen. A comprehensive style policy and procedure, should be applied throughout the entire community, to make it easier for people to find destinations and to provide consistency for users. For a step-by-step guide to help non-professionals participate in the process of developing and designing a signage system, as well as information on the range of signage types, visit the Project for Public Places website: www.pps.org/info/amenities_bb/signage_guide

EXISTING TOWN EASEMENTS

The Town may have several existing easements offering an opportunity for greenway facilities. Sewer easements are very commonly used for this purpose; offering cleared and graded corridors that easily accommodate trails. This approach avoids some of the difficulties associated with acquiring land, and it utilizes the Town's existing resources. Refer to Appendix C of the Aberdeen Pedestrian Plan for an example sewer-greenway trail easement that could be adapted for Aberdeen to use when pursuing updates to older easements.

GREENWAY ACQUISITION

Since not all greenways can be built on existing Town easements, land acquisition is an important component of greenway development. It will be necessary to work with landowners and future development projects. For more on this topic please refer to the Town of Aberdeen's Pedestrian Transportation Plan (Chapter 5: Implementation and Appendix C).

Implementation Resources

A series of supplemental implementation resources are available as appendices in this plan, and as part of Aberdeen's 2011 Pedestrian Transportation Plan.

BICYCLE PLAN APPENDIX A: DESIGN RESOURCES

This toolbox provides design guidelines for bicycle facilities that are used in various locations across the United States. These guidelines can be used to determine a comprehensive bike network throughout Aberdeen, while still providing for flexibility on a project by-project basis. For pedestrian and trail-related facilities, please refer to Chapter 6 of Aberdeen's 2011 Pedestrian Transportation Plan.

PROGRAM, POLICY, TRAIL DEVELOPMENT, AND FUNDING RESOURCES

See the appendices included in Aberdeen's 2011 Pedestrian Transportation Plan for more on related programs and policies, as well as strategies for land acquisition in trail development and potential funding resources for bicycle, pedestrian, and trail development.

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Action Steps Table

TABLE 4.1 POLICY, PROGRAM, AND ADMINISTRATIVE ACTION STEPS TABLE

Task	Lead Agency	Support	Details	Phase
Present Plan to Town Council	Project Consultants	Planning Staff	Presentation to Town Council in Winter 2011	Winter 2011 / 2012
Adopt this Plan	Town Council	Planning Staff, Project Consultants	Through adoption, the Plan becomes an official planning document of the Town. Adoption shows that the Town of Aberdeen has undergone a successful, supported planning process.	Winter 2011 / 2012
Designate Staff	Town Council & Town Manager	Leadership of Town Departments	Designate staff to oversee the implementation of this plan and the proper maintenance of the facilities that are developed. It is recommended that a combination of existing Planning and Engineering Staff oversee the day-to-day implementation of this plan.	Winter 2011 / 2012
Utilize Existing Bicycle and Pedestrian Advisory Committee (BPAC)	Town Council	Planning Staff	The committee should continue to help support this Plan by helping coordinate the implementation of this Plan, developing programs, listening to community needs, promoting the bicycle network, and keep positive momentum going.	Winter 2011 / 2012
Begin Annual Meeting With Key Project Partners	Planning Staff	Town Departments, NCDOT, BPAC, and local & regional stakeholders	Key project partners should meet on an annual basis to evaluate the implementation of this Plan. Meetings could also occasionally include on-site tours of locations where facilities are recommended.	Ongoing/ Beginning Spring 2012
Seek Multiple Funding Sources and Begin Facility Development	Planning Staff	Finance Director, BPAC	Chapter 3 contains recommended projects. See 4-1 and 4-5 for facility development options. See Appendix B of the Aberdeen Pedestrian Plan for potential funding opportunities.	Ongoing/ Beginning Spring 2012
Develop Bicycle Facility and Trail Specifications	Engineering Staff	Planning Staff	Town Staff could prepare these in-house to save resources using the design resources of this plan as a starting point. Specifically, the resources listed on A-20 will be very useful in drafting such documents.	Ongoing/ Beginning Spring 2012
Launch Programs as New Projects are Built	BPAC	Planning Staff	Assist in the coordination of education and encouragement programs, such as Bicycle Rodeos.	Short-Term (2012-2013)
Provide police officers with educational material to hand out with warnings	Police Department	NCDOT Bike/Ped Division	Provide officers with an informational handout to be used during bicycle and pedestrian-related citations and warnings.	Short-Term (2012-2013)
Present this Plan to other local and regional bodies and agencies.	Planning Staff	BPAC	This Plan should be presented to other local and regional bodies and agencies. Possible groups to receive a presentation might include: the regional transportation and greenway planners, health clubs and fitness facilities, schools and youth organizations, environmental clubs, civic organizations, chambers of commerce, and large neighborhood groups.	Short-Term (2012-2013)
Develop a long term funding strategy	Town Manager & Finance Director	Planning Staff & Town Council	To allow continued development of the overall system, capital and Powell Bill funds for bicycle facility construction should be set aside every year, even if only for a small amount (small amounts of local funding can be matched to outside funding sources). Funding for an ongoing maintenance program should also be included in the Town's operating budget. Prioritized list of projects should be submitted to the RPO for inclusion in the RPO's list of projects for STP funding.	Short-Term (2012-2013)

Task	Lead Agency	Support	Details	Phase
Notify Town Planning Staff of all upcoming roadway reconstruction or resurfacing/re-striping projects, no later than the design phase.	Public Works Director, and NCDOT Division 8	Planning Staff, NCDOT Bike/Ped Division	Provide sufficient time for comments; Incorporate pedestrian recommendations from this Plan. If a compromise to the original recommendation is needed, then contact NCDOT Division of Bicycle and Pedestrian Transportation for guidance on appropriate alternatives.	Ongoing/ Beginning Winter 2011 / 2012
Explore possibility of a regional multi-modal coordinator	Town Manager	Planning Staff, BPAC, regional planning organizations, and neighboring municipalities	Explore the possibility of partnership with neighboring municipalities in hiring a regional Multi-Modal Transportation Coordinator	Short-Term (2012-2013)
Ensure planning efforts are being integrated regionally	Planning Staff	Regional planning organizations, neighboring municipalities, BPAC	Combining resources and efforts with surrounding municipalities, regional entities, and stakeholders is mutually beneficial, especially with trail development. Communicate and coordinate with the regional partners on regional trails and bicycle facilities; partner for joint-funding opportunities. After adoption by the Town, this document should also be recognized in regional transportation plans.	Short-Term (2012-2013)
Apply for further Safe Routes to School Grants and Infrastructure Funding	Planning Staff	NCDOT Division 8 & BPAC	Establish ‘bike-to-school’ groups, ‘walking school buses’ or other similar activities for children through the Safe Routes to School Program. Inquire about pedestrian infrastructure funding for projects within 1.5 miles of schools through NCDOT Division 8.	Short-Term (2012-2013)
Policy Orientation	All Stakeholders	NCDOT Bike/Ped Division	Become familiar with State and Federal bicycle and pedestrian policies (refer to Appendix D of Aberdeen’s Pedestrian Plan, which also contains bicycle policies).	Short-Term (2012-2013)
Design Orientation	Public Works and NCDOT Division 8	NCDOT Bike/Ped Division	Become familiar with the guidelines featured in Appendix A of this Plan, as well as state and national standards for bicycle facility design.	Short-Term (2012-2013)
Become familiar with the bicycle facility recommendations for NCDOT roadways in this Plan (Chapter 3); take initiative in incorporating this plan’s recommendations into the Division’s schedule of improvements.	NCDOT Division 8	Planning Staff, NCDOT Bike/Ped Division	Construct and maintain pedestrian facilities using the highest standards allowed by the State (including the possibility of using innovative treatments on a trial-basis). Seek guidance and direction from the NCDOT Division of Bicycle and Pedestrian Transportation on issues related to this Plan and its implementation.	Ongoing

Task	Lead Agency	Support	Details	Phase
If the Town determines that there are streets where speeds need to be lowered for safety purposes, contact NC-DOT to lower them.	Town Council	Planning Staff, NCDOT Division 8, NCDOT Bike/Ped Division, BPAC	The authority to lower speeds is set out in NC General Statute 20-141(f) - Whenever local authorities within their respective jurisdictions determine upon the basis of an engineering and traffic investigation that a higher maximum speed than those set forth in subsection (b) is reasonable and safe, or that any speed hereinbefore set forth is greater than is reasonable and safe, under the conditions found to exist upon any part of a street within the corporate limits of a municipality and which street is a part of the State highway system (except those highways designated as part of the interstate highway system or other controlled access highway) said local authorities shall determine and declare a safe and reasonable speed limit. A speed limit set pursuant to this subsection may not exceed 55 miles per hour. Limits set pursuant to this subsection shall become effective when the Department of Transportation has passed a concurring ordinance and signs are erected giving notice of the authorized speed limit.	Ongoing
Create a user-friendly walking and bicycling map for the Town of Aberdeen	GIS/ Planning Staff	BPAC, local businesses (to sponsor design & printing costs)	Once more facilities are in place, produce and distribute the user-friendly walking and bicycling map of Aberdeen. Provide basic safety information, commuting information, trail etiquette, transit information (if and when transit is available), and a list of local resources on the back side of the map.	Mid-Term (2013)
Offer Training for Enforcement	Police Department	BPAC, National Highway Traffic Safety Administration (NHTSA) or Association of Pedestrian and Bicycle Professionals (APBP)	Training for Aberdeen's officers could be done through free online resources, such as APBP webinars. If the City is able to find and secure grants for education, they could also seek instructor-led courses offered by the NHTSA or groups such as the League of American Bicyclists (LAB).	Mid-Term (2013)
Become Designated as a Bicycle Friendly Community	Planning Staff	BPAC	Aberdeen should make progress in accomplishing the goals of this Plan, and then apply for Bicycle Friendly Community status. See www.bikeleague.org/programs/bicyclefriendlyamerica/communities/ for more information.	Long-Term (2014)
Attend a bicycle planning and design training session	Planning and/or Engineering Staff	BPAC	Sponsor at least one city staff member to attend a bicycle and pedestrian planning and design training session. NCDOT, in partnership with the Institute for Transportation Research and Education (ITRE), offers pedestrian planning and design workshops for practicing professionals. Free or inexpensive webinars are also available online through such groups as the Association of Pedestrian and Bicycle Professionals (APBP).	Opportunity-Based