



*Pedestrian along Main Street at railroad.*

# STATE + FEDERAL POLICIES

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**OVERVIEW**

A number of federal and state pedestrian policies have been developed in recent years. This appendix covers a number of these policies that are intended to better integrate walking and bicycling into transportation infrastructure.

**UNITED STATES DEPARTMENT OF TRANSPORTATION BICYCLE AND PEDESTRIAN POLICY**

A United States Department of Transportation (US DOT) policy statement regarding the integration of bicycling and walking into transportation infrastructure recommends that, “bicycling and walking facilities will be incorporated into all transportation projects” unless exceptional circumstances exist. The Policy Statement was drafted by the U.S. Department of Transportation in response to Section 1202 (b) of the Transportation Equity Act for the 21st Century (TEA-21) with the input and assistance of public agencies, professional associations and advocacy groups. USDOT hopes that public agencies, professional associations, advocacy groups, and others adopt this approach as a way of committing themselves to integrating bicycling and walking into the transportation mainstream. The full statement reads as follows, with some minor adjustments for applicability in Aberdeen:

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or

probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.

- Where sparsity of population or other factors indicate an absence of need. For example, on low volume, low speed residential streets, or streets with severe topographic or natural resource constraints.

2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate. Rumble strips are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of four feet in which a bicycle may safely operate.

3. Sidewalks, shared use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- Planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case.
- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall

accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.

- Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities. (Many of these guidelines are summarized in Chapter 4: Bicycle Facility Standards)

(Retrieved from <http://www.fhwa.dot.gov/environment/bikeped/design.htm> on 5/6/2008)

## **UNITED STATES DEPARTMENT OF TRANSPORTATION POLICY STATEMENT ON BICYCLE AND PEDESTRIAN ACCOMMODATION REGULATIONS AND RECOMMENDATIONS (MARCH 2010)**

### Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when

appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

#### Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

#### Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

#### Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the

benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.

- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.

- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.

- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.

- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.

Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with

Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.

Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

### Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

Ray LaHood, United States Secretary of Transportation

## **NORTH CAROLINA DEPARTMENT OF TRANSPORTATION COMPLETE STREETS POLICY**

In 2009, NCDOT unveiled its efforts to routinely provide for all users of the roads - pedestrians, bicyclists, public transportation users, and motorists of all ages and abilities. The new document:

- Explains the scope and applicability of the policy ("all transportation facilities within a growth area of a town or city funded by or through NCDOT, and planned, designed, or constructed on state maintained facilities, must adhere to this policy");
- Asserts the Department's role as a partner to local communities in transportation projects;
- Addresses the need for context-sensitivity;

- Sets exceptions (where specific travelers are prohibited and where there is a lack of current or future need) and a clear process for granting them (approval by the Chief Deputy Secretary); and
- Establishes a stakeholders group, including transportation professionals and interest groups, tasked to create comprehensive planning and design guidelines in support of the policy.

Visit [www.ncdot.gov](http://www.ncdot.gov) for the full document.

## **FHWA MEMORANDUM ON MAINSTREAMING BICYCLE AND PEDESTRIAN PROJECTS**

(See pages D-8 through D-10)

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**U.S. Department of  
Transportation  
Federal Highway Administration**

# Memorandum

**Subject:** ACTION: Transmittal of Guidance on Bicycle and Pedestrian Provisions of the Federal-aid Program

**Date:** February 24, 1999

**From:** Kenneth R. Wykle  
Federal Highway Administrator

**In reply, HEPH-30  
refer to:**

**To:**  
Division Administrators  
Federal Lands Highway Division Engineers

This memorandum transmits the Federal Highway Administration's (FHWA) Guidance on the Bicycle and Pedestrian Provisions of the Federal-aid Program and reaffirms our strong commitment to improving conditions for bicycling and walking. The nonmotorized modes are an integral part of the mission of FHWA and a critical element of the local, regional, and national transportation system. Bicycle and pedestrian projects and programs are eligible for but not guaranteed funding from almost all of the major Federal-aid funding programs. We expect every transportation agency to make accommodation for bicycling and walking a routine part of their planning, design, construction, operations and maintenance activities.

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) continues the call for the mainstreaming of bicycle and pedestrian projects into the planning, design, and operation of our Nation's transportation system. Under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Federal spending on bicycle and pedestrian improvements increased from \$4 million annually to an average of \$160 million annually. Nevertheless, the level of commitment to addressing the needs of bicyclists and pedestrians varies greatly from State to State.

The attached guidance explains how bicycle and pedestrian improvements can be routinely included in federally funded transportation projects and programs. I would ask each division office to pass along this guidance to the State DOT and to meet with them to discuss ways of expediting the implementation of bicycle and pedestrian projects. With the guidance as a basis for action, States can then decide the most appropriate ways of mainstreaming the inclusion of bicycle and pedestrian projects and programs.

Bicycling and walking contribute to many of the goals for our transportation system we have at FHWA and at the State and local levels. Increasing bicycling and walking offers the potential for cleaner air, healthier people, reduced congestion, more liveable communities, and more efficient use of precious road space and resources. That is why funds in programs such as Congestion Mitigation and Air Quality Improvement, Transportation Enhancements, and the National Highway System, are eligible to be used for bicycling and

walking improvements that will encourage use of the two modes.

We also have a responsibility to improve the safety of bicycling and walking as the two modes represent more than 14 percent of the 41,000 traffic fatalities the nation endures each year. Pedestrian and bicycle safety is one of FHWA's top priorities and this is reflected in our 1999 Safety Action Plan. As the attached guidance details, TEA-21 has opened up the Hazard Elimination Program to a broader array of bicycle, pedestrian, and traffic calming projects that will improve dangerous locations. The legislation also continues funding for critical safety education and enforcement activities under the leadership of the National Highway Traffic Safety Administration. If we are successful in improving the real and perceived safety of bicyclists and pedestrians, we will also increase use.

You will see from the attached guidance that the Federal-aid Program, as amended by TEA-21, offers an extraordinary range of opportunities to improve conditions for bicycling and walking. Initiatives such as the Transportation and Community and System Preservation Pilot Program and the Access to Jobs program offer exciting new avenues to explore.

Bicycling and walking ought to be accommodated, as an element of good planning, design, and operation, in all new transportation projects unless there are substantial safety or cost reasons for not doing so. Later this year (1999), FHWA will issue design guidance language on approaches to accommodating bicycling and pedestrian travel that will, with the cooperation of AASHTO, ITE, and other interested parties, spell out ways to build bicycle and pedestrian facilities into the fabric of our transportation infrastructure from the outset. We can no longer afford to treat the two modes as an afterthought or luxury.

The TEA-21 makes a great deal possible. However, in the area of bicycling and walking in particular, we must work hard to ensure good intentions and fine policies translate quickly and directly into better conditions for bicycling and walking. While FHWA has limited ability to mandate specific outcomes, I am committed to ensuring that we provide national leadership in three critical areas.

- The FHWA will encourage the development and implementation of bicycle and pedestrian plans as part of the overall transportation planning process. Every statewide and metropolitan transportation plan should address bicycling and walking as an integral part of the overall system, either through the development of a separate bicycle and pedestrian element or by incorporating bicycling and walking provisions throughout the plan. Further, I am instructing each FHWA division office to closely monitor the progress of projects from the long-range transportation plans to the STIPs and TIPs. In the coming months, FHWA will disseminate exemplary projects, programs, and plans, and we will conduct evaluations in selected States and MPOs to determine the effectiveness of the planning process.
- The FHWA will promote the availability and use of the full range of streamlining mechanisms to increase project delivery. The tools are in place for States and local government agencies to speed up the delivery of bicycle and pedestrian projects - it makes no sense to treat installation of a bicycle rack or curb cut the same way we treat a new Interstate highway project - and our division offices must take a lead in promoting and administering these procedures.
- The FHWA will help coordinate the efforts of Federal, State, metropolitan, and other relevant agencies to improve conditions for bicycling and walking. Once again, our division offices must ensure that those involved in implementing bicycle and pedestrian projects at the State and local level are given maximum opportunity to get their job done, unimpeded by regulations and red tape from the Federal level. I am asking each of our division offices to facilitate a dialogue among each State's bicycle and pedestrian coordinator, Transportation Enhancements program manager, Recreational Trails Program administrator, and their local and FHWA counterparts to identify and remove obstacles to the implementation of bicycle and pedestrian projects and programs.

In less than a decade, bicycling and walking have gone from being described by my predecessor Tom Larson as "the forgotten modes" to becoming a serious part of our national transportation system. The growing acceptance of bicycling and walking as modes to be included as part of the transportation mainstream started with passage of ISTEA in 1991 and was given a considerable boost by the Congressionally-mandated National Bicycling and Walking Study. That study, released in 1994, challenges the U.S. Department of Transportation to double the percentage of trips made by foot and bicycle while simultaneously reducing fatalities and injuries suffered by these modes by 10 percent - and we remain committed to achieving these goals.

The impetus of ISTEA and the National Bicycling and Walking Study is clearly reinforced by the bicycle and pedestrian provisions of the TEA-21. The legislation confirms the vital role bicycling and walking must play in creating a balanced, accessible, and safe transportation system for all Americans.

### [FHWA Guidance \(1999\)](#) - **Bicycle and Pedestrian Provisions of Federal Transportation Legislation**

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United States Department of Transportation - **Federal Highway Administration**

**NCDOT BOARD OF TRANSPORTATION RESOLUTION:  
BICYCLING AND WALKING IN NORTH CAROLINA: A  
CRITICAL PART OF THE TRANSPORTATION SYSTEM**

(ADOPTED BY THE BOARD OF TRANSPORTATION ON SEPTEMBER 8, 2000)

The North Carolina Board of Transportation strongly reaffirms its commitment to improving conditions for bicycling and walking, and recognizes nonmotorized modes of transportation as critical elements of the local, regional, and national transportation system.

WHEREAS, increasing bicycling and walking offers the potential for cleaner air, healthier people, reduced congestion, more liveable communities, and more efficient use of road space and resources; and

WHEREAS, crashes involving bicyclists and pedestrians represent more than 14 percent of the nation's traffic fatalities; and

WHEREAS, the Federal Highway Administration (FHWA) in its policy statement "Guidance on the Bicycle and Pedestrian Provisions of the Federal-Aid Program" urges states to include bicycle and pedestrian accommodations in its programmed highway projects; and

WHEREAS, bicycle and pedestrian projects and programs are eligible for funding from almost all of the major Federal-aid funding programs; and

WHEREAS, the Transportation Equity Act for the 21st Century (TEA-21) calls for the mainstreaming of bicycle and pedestrian projects into the planning, design and operation of our Nation's transportation system;

NOW, THEREFORE, BE IT RESOLVED, the North Carolina Board of Transportation concurs that bicycling and walking accommodations shall be a routine part of the North Carolina Department of Transportation's planning, design, construction, and operations activities and supports the Department's study and consideration of methods of improving the inclusion of these modes into the everyday operations of North Carolina's transportation system; and

BE IT FURTHER RESOLVED, North Carolina cities and towns are encouraged to make bicycling and pedestrian improvements an integral part of their transportation planning and programming.

## **NCDOT ADMINISTRATIVE ACTION TO INCLUDE LOCAL ADOPTED GREENWAYS PLANS IN THE NCDOT HIGHWAY PLANNING PROCESS**

(ADOPTED JANUARY 1994)

In 1994 the NCDOT adopted administrative guidelines to consider greenways and greenway crossings during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction. Following are the text for the Greenway Policy and Guidelines for implementing it.

In concurrence with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Board of Transportation's Bicycle Policy of 1978 (updated in 1991) and Pedestrian Policy of 1993, the North Carolina Department of Transportation recognizes the importance of incorporating local greenways plans into its planning process for the development and improvement of highways throughout North Carolina.

**NCDOT Responsibilities:** The Department will incorporate locally adopted plans for greenways into the ongoing planning processes within the Statewide Planning (thoroughfare plans) and the Planning and Environmental (project plans) Branches of the Division of Highways. This incorporation of greenway plans will be consistent throughout the department. Consideration will be given to including the greenway access as a part of the highway improvement.

Where possible, within the policies of the Department, within the guidelines set forth in provisions for greenway crossings, or other greenway elements, will be made as a part of the highway project or undertaken as an allowable local expenditure.

**Local Responsibilities:** Localities must show the same commitment to building their adopted greenway plans as they are requesting when they ask the state to commit to providing for a certain segment of that plan. It is the responsibility of each locality to notify the Department of greenway planning activity and adopted greenway plans and to update the Department with all adopted additions and changes in existing plans.

It is also the responsibility of each locality to consider the adopted transportation plan in their greenways planning and include its adopted greenways planning activities within their local transportation planning process. Localities should place in priority their greenways construction activities and justify the transportation nature of each greenway segment. When there are several planned greenway crossings of a proposed highway improvement, the locality must provide justification of each and place the list of crossings in priority order. Where crossings are planned, transportation rights of way should be designated or acquired separately to avoid jeopardizing the future transportation improvements.

## GUIDELINES FOR NCDOT TO COMPLY WITH ADMINISTRATIVE DECISION TO INCORPORATE LOCAL GREENWAYS INTO HIGHWAY PLANNING PROCESS

- Thoroughfare plans will address the existence of greenways planning activity, which has been submitted by local areas. Documentation of mutually agreed upon interface points between the thoroughfare plan and a greenway plan will be kept, and this information will become a part of project files.
- Project Planning Reports will address the existence of locally adopted greenways segment plans, which may affect the corridor being planned for a highway improvement. It is, however, the responsibility of the locality to notify the Department of the adopted greenways plans (or changes to its previous plans) through its current local transportation plan, as well as its implementation programs.
- Where local greenways plans have not been formally adopted or certain portions of the greenways plans have not been adopted, the Department may note this greenway planning activity but is not required to incorporate this information into its planning reports.
- Where the locality has included adopted greenways plans as a part of its local transportation plan and a segment (or segments) of these greenways fall within the corridor of new highway construction or a highway improvement project, the feasibility study and/or project planning report for this highway improvement will consider the effects of the proposed highway improvement upon the greenway in the same manner as it considers other planning characteristics of the project corridor, such as archeological features or land use.
- Where the locality has justified the transportation versus the leisure use importance of a greenway segment and there is no greenway alternative of equal importance nearby, the project planning report will suggest inclusion of the greenway crossing, or appropriate greenway element, as an incidental part of the highway expenditure.
- Where the locality has not justified the transportation importance of a greenway segment, the greenway crossing, or appropriate greenway element, may be included as a part of the highway improvement plan if the local government covers the cost.
- A locality may add any appropriate/acceptable greenway crossing or greenway element at their own expense to any highway improvement project as long as it meets the design standards of the NCDOT.

- The NCDOT will consider funding for greenway crossings, and other appropriate greenway elements only if the localities guarantee the construction of and/or connection with other greenway segments. This guarantee should be in the form of inclusion in the local capital improvements program or NCDOT/municipal agreement.
- If the state pays for the construction of a greenway incidental to a highway improvement and the locality either removes the connecting greenway segments from its adopted greenways plans or decides not to construct its agreed upon greenway segment, the locality will reimburse the state for the cost of the greenway incidental feature. These details will be handled through a municipal agreement.
- Locality must accept maintenance responsibilities for state-built greenways, or portions thereof. Details will be handled through a municipal agreement.

## **NCDOT PEDESTRIAN POLICY GUIDELINES**

(See pages D-15 through D-16)

## **NCDOT ONLINE PEDESTRIAN PLANNING AND DESIGN RESOURCES LIST**

(See pages D-17 through D-18)

## DEPARTMENT OF TRANSPORTATION PEDESTRIAN POLICY GUIDELINES EFFECTIVE OCTOBER 1, 2000

These guidelines provide an updated procedure for implementing the Pedestrian Policy adopted by the Board of Transportation August 1993 and the Board of Transportation Resolution September 8, 2000. The resolution reaffirms the Department's commitment to improving conditions for bicycling and walking, and recognizes non-motorized modes of transportation as critical elements of the local, regional, and national transportation system. The resolution encourages North Carolina cities and towns to make bicycling and pedestrian improvements an integral part of their transportation planning and programming.

### **REQUIREMENTS FOR DOT FUNDING:**

#### **REPLACEMENT OF EXISTING SIDEWALKS:**

The Department will pay 100% of the cost to replace an existing sidewalk that is removed to facilitate the widening of a road.

#### **TIP INCIDENTAL PROJECTS:**

DEFINED: Incidental pedestrian projects are defined as TIP projects where pedestrian facilities are included as part of the roadway project.

#### **REQUIREMENTS:**

1. The municipality and/or county notifies the Department in writing of its desire for the Department to incorporate pedestrian facilities into project planning and design. Notification states the party's commitment to participate in the cost of the facility as well as being responsible for all maintenance and liability. Responsibilities are defined by agreement. Execution is required prior to contract let.

The municipality is responsible for evaluating the need for the facility (ie: generators, safety, continuity, integration, existing or projected traffic) and public involvement.

2. Written notification must be received by the **Project Final Field Inspection (FFI) date**. Notification should be sent to the Deputy Highway Administrator - Preconstruction with a copy to the Project Engineer and the Agreements Section of the Program Development Branch. Requests received after the project FFI date will be incorporated into the TIP project, if feasible, and only if the requesting party commits by agreement to pay 100% of the cost of the facility.
3. The Department will review the feasibility of including the facility in our project and will try to accommodate all requests where the Department has acquired appropriate right of way on curb and gutter sections and the facility can be installed in the current project berm width. The standard project section is a 10-ft berm (3.0-meter) that accommodates a 5-ft sidewalk. In accordance with

AASHTO standards, the Department will construct 5-ft sidewalks with wheelchair ramps. Betterment cost (ie: decorative pavers) will be a Municipal responsibility.

4. If the facility is not contained within the project berm width, the Municipality is responsible for providing the right of way and/or construction easements as well as utility relocations, at no cost to the Department. This provision is applicable to all pedestrian facilities including multi-use trails and greenways.
5. A cost sharing approach is used to demonstrate the Department’s and the municipality’s/county’s commitment to pedestrian transportation (sidewalks, multi-use trails and greenways). The matching share is a sliding scale based on population as follows:

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

Note: The cost of bridges will not be included in the shared cost of the pedestrian installation if the Department is funding the installation under provision 6 - pedestrian facilities on bridges.

6. For bridges on streets with curb and gutter approaches, the Department will fund and construct sidewalks on both sides of the bridge facility if the bridge is less than 200 feet in length. If the bridge is greater than 200 feet in length, the Department will fund and construct a sidewalk on one side of the bridge structure. The bridge will also be studied to determine the costs and benefits of constructing sidewalks on both sides of the structure. If in the judgement of the Department sidewalks are justified, funding will be provided for installation. The above provision is also applicable to dual bridge structures. For dual bridges greater than 200 ft in length, a sidewalk will be constructed on the outside of one bridge structure. The bridges will also be studied to determine if sidewalks on the outside of both structures are justified.
7. FUNDING CAPS are no longer applicable.
8. This policy does not commit the Department to the installation of facilities in the Department’s TIP projects where the pedestrian facility causes an unpractical design modification, is not in accordance with AASHTO standards, creates an unsafe situation, or in the judgement of the Department is not practical to program.

INDEPENDENT PROJECTS

DEFINED: The DOT has a separate category of funds for all independent pedestrian facility projects in North Carolina where installation is unrelated to a TIP roadway project. An independent pedestrian facility project will be administered in accordance with Enhancement Program Guidelines.

## Useful On-Line Pedestrian Planning and Design Resources

<b>NCDOT Division of Bicycle &amp; Pedestrian Transportation</b>	<a href="http://www.ncdot.org/transit/bicycle/">http://www.ncdot.org/transit/bicycle/</a>
Board of Transportation Resolution on Mainstreaming	<a href="http://www.ncdot.org/transit/bicycle/laws/laws_resolution.html">http://www.ncdot.org/transit/bicycle/laws/laws_resolution.html</a>
NCDOT Pedestrian Policy Guidelines	<a href="http://www.ncdot.org/transit/bicycle/laws/ped_guide.pdf">http://www.ncdot.org/transit/bicycle/laws/ped_guide.pdf</a>
NCDOT Greenways - Administrative Process	<a href="http://www.ncdot.org/transit/bicycle/laws/laws_greenway_admin.html">http://www.ncdot.org/transit/bicycle/laws/laws_greenway_admin.html</a>
Funding	<a href="http://www.ncdot.org/transit/bicycle/funding/funding_intro.html">http://www.ncdot.org/transit/bicycle/funding/funding_intro.html</a>
Project Types	<a href="http://www.ncdot.org/transit/bicycle/projects/project_types/bpt_intro.html">http://www.ncdot.org/transit/bicycle/projects/project_types/bpt_intro.html</a>
Crash Data	<a href="http://www.ncdot.org/transit/bicycle/safety/safety_crashdata.html">http://www.ncdot.org/transit/bicycle/safety/safety_crashdata.html</a>
DBPT Long Range Plan	<a href="http://www.ncdot.org/transit/bicycle/projects/intro/projects_long_range.html">http://www.ncdot.org/transit/bicycle/projects/intro/projects_long_range.html</a>
Safe Routes to School Program	<a href="http://www.ncdot.org/transit/bicycle/saferoutes/SafeRoutes.html">http://www.ncdot.org/transit/bicycle/saferoutes/SafeRoutes.html</a>

### **NCDOT Division of Highways** <http://www.ncdot.org/doh/>

<b>Alternative Delivery Unit – Publications for Download</b>	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/</a>
Bridge Policy 2000	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/bpe2000.doc">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/bpe2000.doc</a>
Curb Cuts & Ramps for Disabled Persons	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/handi.pdf">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/handi.pdf</a>
Traditional Neighborhood Development Manual	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/tnd.pdf">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/tnd.pdf</a>
ADA – Detectable Warnings	<a href="http://www.ncdot.org/doh/preconstruct/ps/std_draw/06english/08/default.html">http://www.ncdot.org/doh/preconstruct/ps/std_draw/06english/08/default.html</a>
Highway Design Branch – Design Manual	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/designmanual.html">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/designmanual.html</a>
Policy and Procedure Manual (See Section 28)	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/ppm/">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/ppm/</a>
Policy on Street & Driveway Access	<a href="http://www.ncdot.org/doh/preconstruct/altern/value/manuals/pos.pdf">http://www.ncdot.org/doh/preconstruct/altern/value/manuals/pos.pdf</a>
<b>Traffic Engineering and Safety Systems Branch</b>	<a href="http://www.ncdot.org/doh/preconstruct/traffic/">http://www.ncdot.org/doh/preconstruct/traffic/</a>
NC Supplement to the Manual on Uniform Traffic Control Devices	<a href="http://www.ncdot.org/doh/preconstruct/traffic/MUTCD/">http://www.ncdot.org/doh/preconstruct/traffic/MUTCD/</a>
Crosswalks/Mid-Block Signing and Pavement Markings	<a href="http://www.ncdot.org/doh/preconstruct/traffic/tepl/Topics/C-36/C-36.html">http://www.ncdot.org/doh/preconstruct/traffic/tepl/Topics/C-36/C-36.html</a>

**UNC Highway Safety Research Center** <http://www.hsrc.unc.edu>

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**Pedestrian & Bicycle Information Center** <http://www.pedbikeinfo.org/index.htm>

Walking <http://www.walkinginfo.org/>

Engineer Pedestrian Facilities <http://www.walkinginfo.org/engineering>

Pedestrian Safety Guide & Countermeasure Selection System (PEDSAFE)

Develop Plans and Policies <http://www.walkinginfo.org/develop>

National Center for Safe Routes to School <http://www.saferoutesinfo.org>

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**Federal Highway Administration Bicycle & Pedestrian Program** <http://www.fhwa.dot.gov/environment/bikeped/>

Bicycle and Pedestrian Provisions of Federal Transportation Legislation <http://www.fhwa.dot.gov/environment/bikeped/bp-guid.htm>

Bicycle & Pedestrian Programs <http://www.fhwa.dot.gov/environment/bikeped/overview.htm>

Program & Design Guidance <http://www.fhwa.dot.gov/environment/bikeped/guidance.htm>

Links to Other Resources <http://www.fhwa.dot.gov/environment/bikeped/bipedlnk.htm>

Publications <http://www.fhwa.dot.gov/environment/bikeped/publications.htm>

Pedestrian Safety [http://safety.fhwa.dot.gov/ped\\_bike/ped/index.htm](http://safety.fhwa.dot.gov/ped_bike/ped/index.htm)

Pedestrian & Bicycle Safety Research Page <http://www.tfsrc.gov/safety/pedbike/index.htm>

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**National Highway Traffic Safety Administration – Traffic Safety: Pedestrians** <http://www.nhtsa.gov/portal/site/nhtsa/menuitem.dfedd570f698cabbf30811060008a0c/>

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**National Center for Bicycling & Walking** <http://www.bikewalk.org/>