



BICYCLE FRIENDLY STATE REPORT CARD

NORTH CAROLINA

RANKED

22

OF 50

STATE ADVOCACY GROUP:
BIKEWALK NORTH CAROLINA

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for North Carolina, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in North Carolina.

The North Carolina DOT is merging its Bicycle & Pedestrian Division and Public Transit Division to create an Integrated Mobility Division. This merger should leverage the intermodal opportunities of bicycling, walking, transit, and micromobility, and be supported with additional funding.

North Carolina is unique in having a legislative ban on funding independent bicycle and pedestrian projects. This severely limits the ability of the state DOT to provide safe places for people to bike and walk. The North Carolina legislature should repeal the ban and provide funding for independent bicycle and pedestrian projects.

North Carolina's long history of bicycle and pedestrian planning can be seen in its Planning Grant Initiative that has helped over 200 communities with 40% of the state's population plan for biking and walking. Continue to use this program to advance local planning and provide technical expertise, research, and funding from the state DOT.

Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely.

A history of car-first road development has created communities that are segregated from jobs and community resources by limited access roadways. Consider how the North Carolina DOT can identify and remedy or mitigate these historical legacies through improved bicycle and pedestrian facilities.

Allow the flexibility for all units of government statewide to use NACTO and AASHTO standards as well as the state's own design standards. Or, alternatively incorporate NACTO and AASHTO standards into state design standards and guidance.

Adopt a law allowing transportation agencies to post 20 mph or lower speed limits under certain circumstances.

North Carolina's current safe passing law has a number of limitations. The state should update its law so that it makes clear that a safe distance of at least three feet is required in all circumstances.

Commute to work data is one of the rare national datasets on the prevalence of bicycling. While this data captures less than a quarter of bicycle trips, it illustrates the likelihood that bicycling is a viable transportation option. North Carolina has a lower than average bike commuting rate and should make it a priority to provide a viable bicycle network system in its communities, particularly where state roads pose a barrier to bicycling.

Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

	Infrastructure & Funding	C
	Education & Encouragement	C
	Legislation & Enforcement	D+
	Policies & Programs	C
	Evaluation & Planning	B+

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	New in 2019
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	✓
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	0.2% of commuters biking to work	44/50
Safety	22.6 fatalities per 10K bike commuters ⁱⁱ	45/50
Spending	\$2.54 per capita FHWA spending on biking and walking ⁱⁱⁱ	31/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown: NORTH CAROLINA

 Infrastructure & Funding Ranked 19 of 50 States C	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	B
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	C+
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	D+
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	A

 Policies & Programs Ranked 24 of 50 States C	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	B+
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	C-
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	C-
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	C

 Education & Encouragement Ranked 27 of 50 States C	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	D

 Evaluation & Planning Ranked 7 of 50 States B+	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	B+
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	C
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	C
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 42 of 50 States D+	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C-
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	D
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	C

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.



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