



# North Carolina

# RANKING # 23

## REGIONAL RANKING » SOUTH #3

GOVERNOR: Pat McCrory

DOT COMMISSIONER: Tony Tata

BICYCLE/PEDESTRIAN COORDINATOR: Lauren Blackburn

STATE ADVOCACY GROUP: BikeWalkNC

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

2 LEGISLATION AND ENFORCEMENT

4 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING

3 EDUCATION AND ENCOURAGEMENT

2 EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)

SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

## OVERALL POINTS

# 39 of 100

2014: 39 of 100

## FEEDBACK

- Consider ways to increase funding for building more connections and completing existing bicycle and pedestrian networks using federal, state, and local funding sources. The 2013 Strategic Transportation Investments Act unnecessarily limits state funding for biking and walking projects and alternative funding options should be found.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets Policy compliance. Good performance measures and reporting will allow DBPT and bicycling advocates to better understand the extent and characteristics of Complete Streets implementation.
- Establish a statewide bicycle advisory committee to provide accountability for bicycle projects and programs. The BAC should include diverse representation, formal inclusion in decision making, a work plan, and regularly held meetings (at least quarterly).
- North Carolina has a high number of bicyclist fatalities. Ensure that bicycle safety is a major emphasis in all traffic law enforcement and transportation projects, programs and policies to address this issue.
- Adopt a careless driving law that applies to infractions that do not rise to the threshold used for "reckless driving" and increases penalties for a driver who injures or kills another person who is traveling lawfully on the roadway.
- Phase out "SHARE THE ROAD" signage in favor of "BICYCLES MAY USE FULL LANE" signage to remind road users of cyclist's equal roadway rights under state law. Educate police about the space required for bicycling and the need for motorists to change lanes to pass bicyclists on most roads.