



NC MOVES 2050

CONNECTING YOUR COMMUNITY,
YOUR VOICE AND YOUR FUTURE.

STATE OF THE SYSTEM

Pedestrian & Bicycle



Major trails such as the Mountains-to-Sea Trail (1,000 miles in NC) and the East Coast Greenway (400 miles in NC) **continue to expand** through planning, design, and construction.

North Carolina cities recognize that providing walking and bicycling facilities has a **positive impact on retaining residents, recruiting major employers, and improving health and quality of life.**



↓ **5%**

The number of **teens getting their full provisional driver's license** dropped by 5 percent from 2008-2010 in North Carolina.**

Why are walking and bicycling important in North Carolina?

- 1) The growing senior population who will be more dependent on walking and biking.
- 2) The trend of car share, bike share, and e-scooters becoming more prevalent.

6.3%

of households in North Carolina **do not have access to a vehicle.**



31.8%

Approximately 2.52 million of North Carolina's 7.92 million adults are considered obese. This is the **16th highest obesity rate in the country.*****



* Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

** Source: 2010, North Carolina Division of Motor Vehicles

*** Source: Centers for Disease Control and Prevention's behavioral risk factor surveillance system for 2017

Evaluating the Economic Impacts of Shared Use Paths in North Carolina

Shared use paths, also known as greenways, provide a place for bicycle and pedestrian travel off the roadway. A study evaluating the economic impact of shared use paths in North Carolina found that a one-time \$26.7M capital investment in four greenway projects (Brevard Greenway, Little Sugar Creek, American Tobacco Trail, Duck Trail) supports:

\$19.4M Estimated annual **sales revenue** at local businesses along the four greenways.

\$684K Estimated annual **local and state sales tax** revenue from businesses along the greenways.

\$25.7M Estimated **annual savings** from the use of greenways due to more physical activity, less pollution and congestion, and fewer traffic injuries.

\$48.7M Estimated **business revenue** from greenway construction.

790 Jobs supported **annually** through greenway construction.



Return on investment: Every \$1 of trail construction supports \$1.72 annually from local business revenue, sales tax revenue, and benefits related to health and transportation.*

Key Challenges

- Many roadways lack sidewalks and bicycle facilities.
 - Retrofitting North Carolina communities and roadways to include biking and walking facilities can be challenging and costly.
 - Many North Carolina communities built between the 1940s and the 1990s, especially suburbs, were built without bicycle and pedestrian infrastructure, leaving large gaps in bicycle and pedestrian networks.
- Relative to the full NCDOT budget, bicycle and pedestrian transportation receives very little dedicated funding.
- Rural communities lack the resources and funding to improve their communities for walking and bicycling on their own.

* Source: Go.ncsu.edu/sharedusepaths

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PEDESTRIAN & BICYCLE: Safety

Average annual roadway **crash deaths** from 2011-2015:



176

Pedestrians



22

Bicyclists

Sources: http://www.pedbikeinfo.org/pbcat_nc/pdf/summary_bike_facts11-15.pdf and http://www.pedbikeinfo.org/pbcat_nc/pdf/summary_ped_facts11-15.pdf



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