



# ORGANIZATIONAL FRAMEWORK FOR IMPLEMENTATION



## REGIONAL BIKE PLAN EXECUTIVE SUMMARY for IREDELL COUNTY

This plan identifies opportunities for improving bicycling in the Yadkin Valley region, for safety, health, recreation, transportation, tourism, and economic development.

### OVERVIEW

This plan sets a framework for improving the quality and safety of bicycling through new and improved infrastructure, policies and programs, for all types of bicyclists. The study area covers Surry, Stokes, Yadkin, Forsyth, and Davie counties as well as part of Iredell County. The year-long planning process included an open and participatory process, guided by a Steering Committee of regional representatives, with in-person public outreach opportunities in each county.

A more bicycle-friendly Yadkin Valley region would offer multiple quality of life benefits to residents and visitors by increasing public safety, supporting health and the environment, expanding choices for mobility, and growing the economy and tourism in local communities throughout the region.

### WHY IT MATTERS



Every **\$1.00** of greenway trail construction supports **\$1.72 annually**<sup>1</sup> from local business revenue, sales tax revenue, and benefits related to health and transportation.



**26%** of adults in North Carolina have not exercised in the last month<sup>2</sup>; this Plan will improve health and wellness by increasing access to bikeways

**264** crashes



**5** fatalities

There were **264 reported bicycle crashes and 5 bicyclist fatalities**<sup>3</sup> in the Yadkin Valley Region, from 2007-2015.

### WHAT WE HEARD

**190+**

Total survey respondents



**85%**

say it's very important to create more bikeways and greenways in their community.

**63%** 

are uncomfortable bicycling in the street with cars.

**70-85%**



would be very likely to bike more often if there were more greenways, separated bicycle lanes, and shared-use paths.

### RECOMMENDATIONS



The plan includes many types of recommendations, including, but not limited to, greenways (top left), bike lanes (above), and shared use side paths (left). The plan also features whole chapters dedicated to policy and program recommendations.

**LOCAL LEADERSHIP**  
Recognize the value of a bicycle-friendly region by supporting this plan, thereby supporting quality of life in each community of the Yadkin Valley Region

**NCDOT-IMD**  
Guidance on bicycle policy, project funding, and funding for corridor plans/municipal plans; Support in coordinating with local division & district offices

**PIEDMONT REGIONAL TRIAD COUNCIL (PTRC), WINSTON-SALEM FORYSTH MPO, NORTHWEST PIEDMONT RPO, CRTPO**

- Coordinate with NCDOT and municipal & county partners on leveraging funding opportunities through STBG-DA funds and the STI process;
- Incorporate this Plan's projects into MTPs and CTPs;
- Provide continuity from planning to implementation by adding progress reports about this plan's implementation to the agendas of regularly scheduled MPO and RPO meetings, at least semi-annually.
- Use this plan's action steps table as a guide for progress reports and action items

**PRIVATE SECTOR**  
Potential partners in bikeway system promotion & development; Potential program sponsors

**NCDOT DIVISIONS 9, 11, & 12**

- Become familiar with the recommendations in this plan
- Communicate with MPOs & RPOs on projects that could potentially incorporate bicycle facilities, especially on roadways with recommendations from this plan
- Coordinate with MPOs & RPOs on STBG-DA funds and the STI process for bicycle projects

**MUNICIPAL & COUNTY PARTNERS**

- Include funding for bicycle projects in Capital Improvement Programs (CIPs), to provide a match for outside funding sources when required
- Coordinate with MPOs & RPOs to leverage local bicycle project funding on specific projects
- Coordinate with NCDOT Division 9, 11, or 12 for bicycle facilities as incidental projects during roadway reconstruction and resurfacing
- Update local development regulations to better support bicycle facility development
- Promote public awareness and use of local and regional bikeways through local tourism and economic development agencies
- Provide GIS updates to MPOs & RPOs for bicycle-related projects (completed or in-development)

**LOCAL RESIDENTS AND CIVIC ORGANIZATIONS**

- Help build public support for bicycling in the region and for funding bicycle projects and programs
- Reach out to elected officials and other decision-makers to let them know you and your organization support bicycling in the Yadkin Valley Region

**REGIONAL PARTNERS**  
Continued support, coordination, & outreach for bicycling from:

- NC State Parks
- Tourism & Visitors Bureaus
- Healthcare Providers and Advocates
- School Representatives
- Private Developers
- Active Routes to School
- Neighboring Jurisdictions

**EXPERT ADVISORS**  
Assist project partners by providing guidance on project development, and by providing bicycle & trail design services

- American Planning Association
- Association of Pedestrian & Bicycle Professionals
- American Trails
- The Rails-to-Trails Conservancy
- Velo Girl Rides (Cycling Tourism)
- Private Consultants

Acronym Legend:  
NCDOT: North Carolina Department of Transportation  
IMD: Integrated Mobility Division  
MPO: Metropolitan Planning Organization  
RPO: Rural Transportation Planning Organization  
CRTPO: Charlotte Regional Transportation Planning Org.  
STBG-DA: Surface Transportation Block Grant - Direct Attributable  
STI: Strategic Transportation Investments  
MTP: Metropolitan Transportation Plan  
CTP: Comprehensive Transportation Plan  
GIS: Geographic Information Systems

1. "Evaluating the Economic Contribution of Shared Use Paths in NC" (2018). Institute for Transportation Research and Education.  
2. "America's Health Rankings Annual Report." (2016). United Health Foundation and the American Public Health Association.  
3. "North Carolina Pedestrian and Bicycle Crash Data Tool" (2007-2015). NCDOT Integrated Mobility Division



# IREDELL COUNTY



MAY 2020  
DRAFT

## REGIONAL NETWORK & PRIORITY PROJECTS

The plan includes long-term visionary projects that will positively impact multiple communities in the region, as well as locally-focused projects that aim to improve safety and connectivity in the short-term.

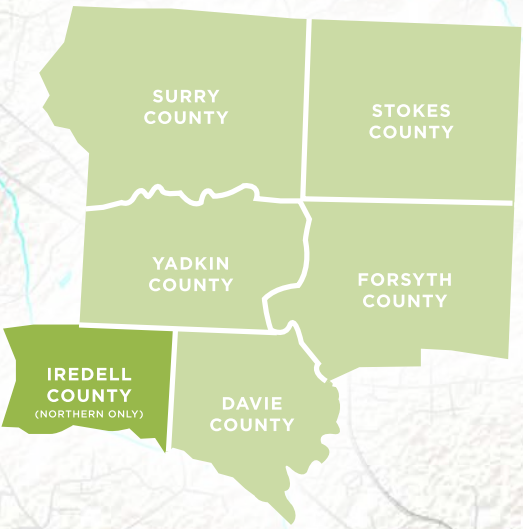
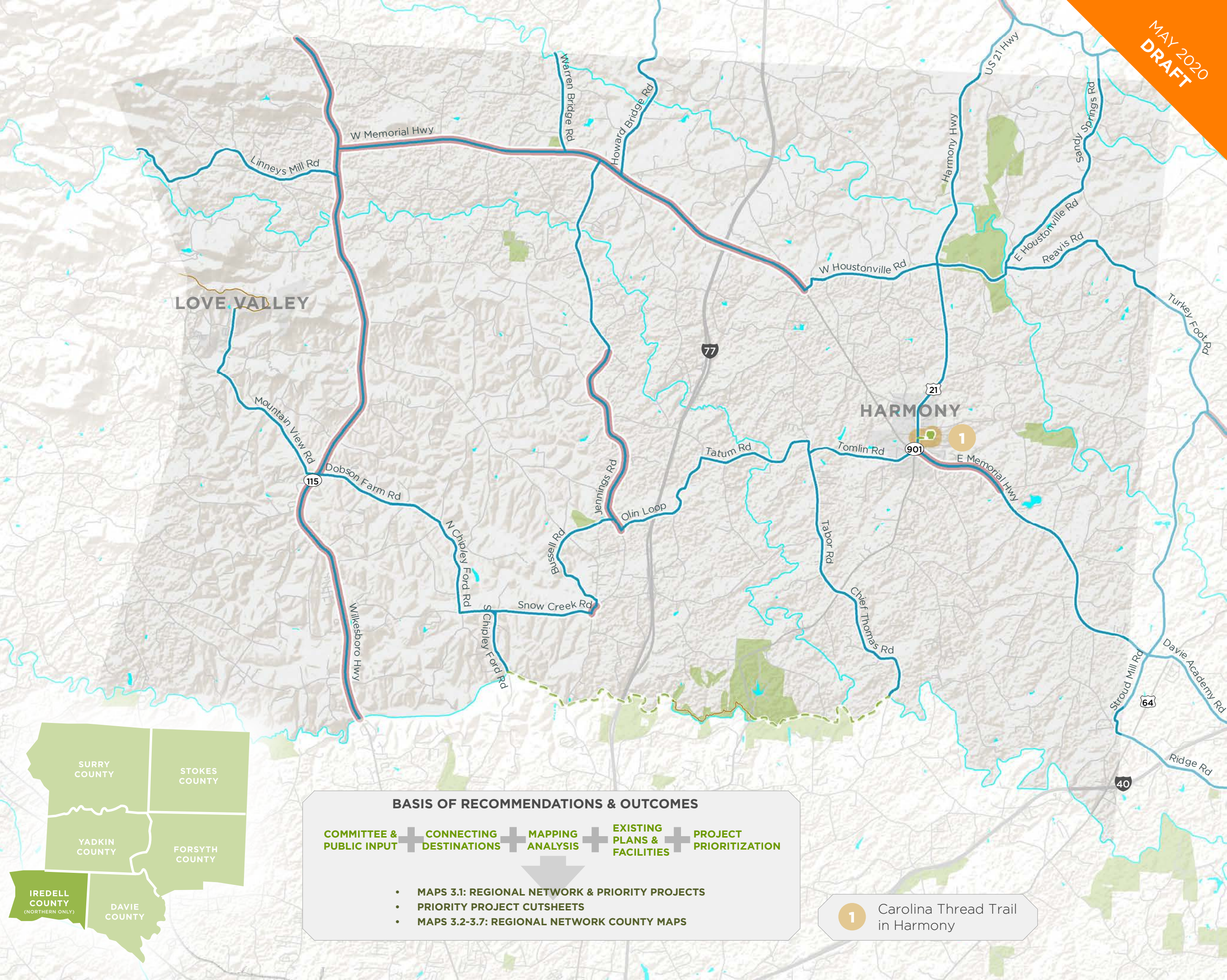
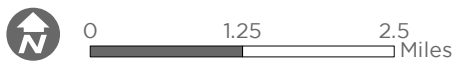
Top projects, such as the Carolina Thread Trail in Harmony, meet a variety of important prioritization criteria that are commonly used to rank potential bicycle and greenway projects across the state by NCDOT and other funding agencies.

Additional maps and project descriptions are included at the end of Chapter 3, featuring all recommended bicycle facilities in the region, building upon the top projects.

- EXISTING**
- Shared Use Path
  - Bike Lane
  - Hiking/MTB Trail
  - Municipal Boundaries
  - Protected Lands
  - Railroad

- PROPOSED**
- Bicycle Facility Improvement
  - Shared Use Path
  - Priority Project

- ADDITIONAL CONSIDERATIONS**
- Greater concern for all ages and abilities of bicyclists, generally due to traffic volumes/speeds, pavement width, truck route, and/or sight lines



**BASIS OF RECOMMENDATIONS & OUTCOMES**

COMMITTEE & PUBLIC INPUT + CONNECTING DESTINATIONS + MAPPING ANALYSIS + EXISTING PLANS & FACILITIES + PROJECT PRIORITIZATION

- MAPS 3.1: REGIONAL NETWORK & PRIORITY PROJECTS
- PRIORITY PROJECT CUTSHEETS
- MAPS 3.2-3.7: REGIONAL NETWORK COUNTY MAPS

**1** Carolina Thread Trail in Harmony