

TOWN of BRIDGETON, NC BICYCLE & PEDESTRIAN PLAN



Prepared for the Town of Bridgeton & the New Bern Area Metropolitan Planning Organization (MPO)
Prepared by Alta Planning + Design

ACKNOWLEDGMENTS

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Rodman Williams, Mayor, Town of Bridgeton
David Cuthrell, Commissioner, Town of Bridgeton
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Prepared for the New Bern Area Metropolitan Planning Organization (MPO) and the Town of Bridgeton, North Carolina

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Prepared by Alta Planning + Design | 2019

TABLE OF CONTENTS

Page

4	Project Background & Planning Process
5	Existing Conditions
6	Project Recommendations
8	<i>Project #1: Vernon Blade Park Trail</i>
10	<i>Project #2: Bridgeton Harbor Trail</i>
12	<i>Project #3: Bridgeton Advisory Shoulders</i>
14	<i>Project #4: Enhance Bridgeton Walkways</i>
16	<i>Project #5: Bridgeton Walking & Bicycling Map</i>
18	<i>Project #6: Bridgeton to New Bern Water Taxi</i>
20	<i>Project #7: South Bridgeton Street Network</i>
22	<i>Project #8: Regional Bicycle Connectivity</i>
24	Program Recommendations
27	Cost Estimates for Top Projects
30	Implementation Action Steps
31	Design Guideline Resources
32	Project Benefit Resources
34	Project Funding Resources

PROJECT BACKGROUND AND PLANNING PROCESS

PROJECT BACKGROUND

The Town of Bridgeton has long envisioned a waterfront park along the banks of the Neuse River, and as that vision becomes a reality, the Town is looking towards making walking and bicycling connections to and from that park, and throughout the rest of Town. The New Bern Area Metropolitan Planning Organization (NBAMPO) agreed to contribute funds towards the development of this Bicycle and Pedestrian Plan, in consideration of the planned future bicycle and pedestrian facilities that will connect Bridgeton with New Bern and surrounding communities.

PLANNING PROCESS

The planning process began with a field tour with Town leaders, the NBAMPO, and the project consultants, Alta Planning + Design. The tour focused on key opportunities and constraints for walking and bicycling in town (see opposite page). The tour was followed up by a meeting with Town staff and an initial public workshop, to gather further input on existing conditions and potential projects. Consultants then drafted recommendations based on that input, and presented them back to the public for further comment and feedback. Feedback received at the public workshop was extremely supportive, particularly for the proposed trail around Vernon Blade Park, and the Bridgeton Harbour Trail, which would connect Vernon Blade Park and Bridgeton CAMA Park.

The field tour, staff meetings, and public workshops were followed up by an implementation- focused meeting with the NBAMPO, and the subsequent development of this draft plan report. The Final Plan was presented to the Town in September 2018.



From the top: Field tour of the Town, followed by stakeholder meetings and public workshops.

EXISTING CONDITIONS

BRIDGETON OVERVIEW

The Town of Bridgeton, NC is a very small town located along the eastern shore of the Neuse River, directly across from the City of New Bern. The Town features beautiful tree-lined residential streets, with several great places for public access along the river. Although not on the historic register, the Town features many historic homes, several older churches, and a very small block of historic “main street” buildings along Bridge St, where the original Neuse River Bridge (from 1898) formerly connected to the City of New Bern.

According to the U.S. Census Bureau, the population of Bridgeton is approximately 450, consisting of about 150 households and 95 families. Of the households, only about 14% have children living with them (compared with 42.3% nationally), with a median age of 55 years (compared to 38 years nationally).

KEY OPPORTUNITIES AND CONSTRAINTS FOR WALKING AND BICYCLING

According to the field tour, public input, and input from Town leadership, key factors include:

- » Bridgeton’s street network is designed on a grid pattern that is about a mile long and three blocks wide. It is bound by the river on one side, and US 17 on the other side. These are barriers for walking and biking outside of town, and there are no plans for future controlled intersections on US 17 that would facilitate safe crossing outside of town.
- » Bridgeton has several key destinations within Town that can be reached by walking and bicycling, including the Bridgeton Harbor Marina, Bridgeton CAMA Park, Vernon Blade Park, and the Bridge St Overlook.
- » Bridgeton has no existing bicycle or trail infrastructure, but it does have extensive existing sidewalks, including almost all of A St and B St, as well as portions of Mill St, Bridge St, New St, and D St. However, much

of it is in need of repair and improvements for ADA accessibility, which the Town is already actively working on improving.

- » Because of low traffic volumes and speeds, nearly every street in Town can already be used for walking and bicycling, but conditions could be improved further with wider sidewalks, more visible crosswalks, and pavement markings for bicycling.
- » Vernon Blade Park offers a unique opportunity to create trails for walking and biking that are safe for all ages and abilities, completely separate from traffic.
- » Most of Bridgeton’s street network is owned by the town, with the exception of D Street. This gives the Town more control, but also means that NCDOT funding sources for improvements do not apply to Town roads.

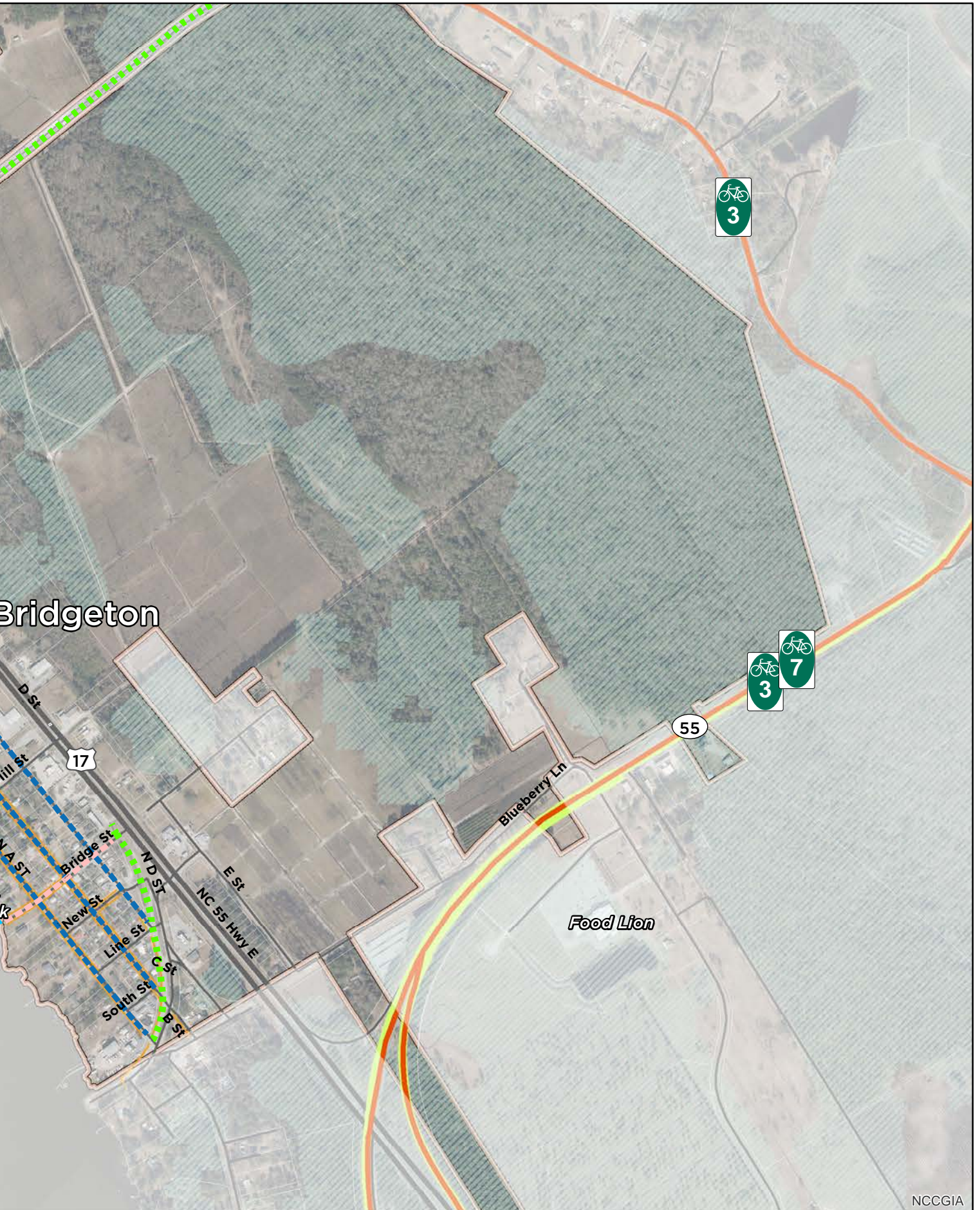


From the top: The newly constructed pavilion at Vernon Blade Park; people bicycling along B St near the marina; and a beautifully shaded portion of B St (at Mill St) with sidewalks on both sides.

Bridgeton Bicycle & Pedestrian Plan: Overall Recommendations Map

- Existing Sidewalk
- Existing Marina Boardwalk
- Proposed Shared Use Path/Trail
- Proposed Advisory Shoulder
- Proposed Shared Lane (Sharrows)
- Proposed Water Taxi
- State Bike Route
- East Coast Greenway
- Wetland
- Bridgeton Municipal Boundary





NCCGIA

PROJECT #1: VERNON BLADE PARK TRAIL

The newly established Vernon Blade Park features waterfront access and views, with a large shelter, picnic tables, and a bulkhead for launching kayaks. The adjacent open space along B Street is the site of the former Bridgeton Elementary School, and is still owned by Craven County Schools. The park is already used for public events like festivals, and private events, like weddings. It is anticipated to be the site of the Bridgeton Blueberry Festival, National Night Out, and live music. It may be a good site for bicycle tour stops too, such as for CycleNC.

This plan recommends establishing a meandering walking and bicycling trail around the perimeter of the park, with additional trees to provide shade, and landscaping with native species to provide beauty.

PROJECT AT A GLANCE

- » Project type: 10'-wide concrete shared use path, designed for use in floodplain/floodway. Because of flooding, the section closest to the river could be considered for boardwalk as well (portions of the park reportedly flood several times a year).
- » Length: Appx. 2,300 ft total
 - » 1,200 ft for first phase around perimeter of Vernon Blade Park
 - » 1,100 ft for a second phase, to be negotiated as part of the redevelopment of the old Bridgeton Elementary School site.
- » Project stakeholders estimate that hundreds of yards of soil will need to be added to the half of the park closest to the river, as the current conditions are not suitable for trail construction.
- » A fishing pier could also be considered for the site, with the U.S. Fish & Wildlife Service being suggested as a possible partner.



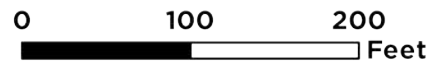
Existing conditions at Vernon Blade Park, looking upriver towards the marina.



Proposed conceptual improvements include a walking and biking trail with additional landscaping (note that the trail could also be in the form of a boardwalk, as opposed to the trail shown in the image above).



- Vernon Blade Park Trail
- Other Proposed Project
- Existing 4' Sidewalk



PROJECT #2: BRIDGETON HARBOR TRAIL

This park-to-park trail connection would link together Bridgeton CAMA Park, the Bridgeton Harbor Marina, and Vernon Blade Park. The proposed facility type for this connection is a shared use side path, with trees and landscaping. An additional easement of 15-20 ft would be needed along the southwest side of B Street to accommodate this design. If an additional easement is not possible, this section would have to be developed within the existing right-of-way, with a 5-ft wide sidewalk. There is approximately 440 ft of existing sidewalk in this section, north of Academy St, but it is in poor condition.

PROJECT AT A GLANCE

- » Project type: 10' wide, paved shared use path
 - » Alternative project type is a 5' wide sidewalk, if additional right-of-way is not negotiable.
- » Length: Appx. 1,300 ft
- » Trail enhancements and landscaping could be implemented over time, in sections, as funds are available. Smaller planting, including some trees, could be done through a volunteer program, or a combination of volunteers and town staff.
- » Pending negotiation and agreements with marina owners and operators, new and additional sections of trail could also be explored to connect and expand the existing Bridgeton Harbor Marina waterfront trail.



Left: Existing conditions along B Street between the parks. Right: A conceptual photo rendering of the new trail.



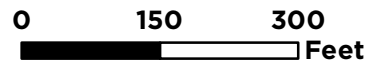
Bridgeton CAMA Park



Bridgeton Harbor Marina



- Existing 4' Sidewalk
- Existing Marina Boardwalk
- Bridgeton Harbor Trail
- Other Proposed Project



PROJECT #3: BRIDGETON ADVISORY SHOULDERS

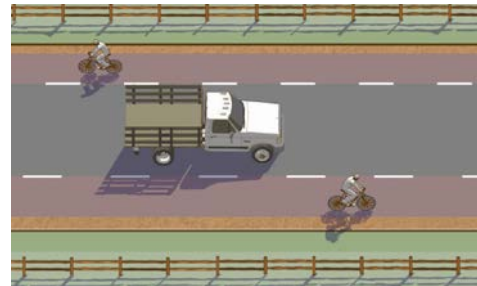
ALONG A STREET, B STREET, AND C STREET

These roadways are mostly 18' in total pavement width (some sections of B Street are 19'), with 9' travel lanes in each direction. These roadways provide connectivity throughout town. Due to the lack of space needed for additional pavement width for bicycle lanes, and limited funds for expanding the roadway surface, advisory shoulders are recommended to demarcate space on the roadway for bicycling (and for walking where there are no sidewalks, or sidewalks in disrepair).

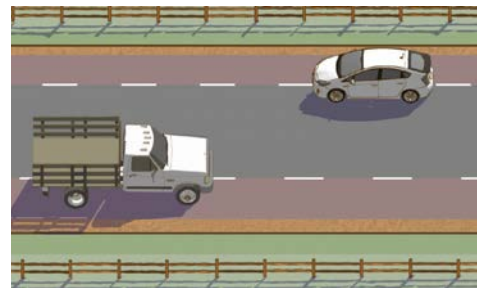
Creating advisory shoulders in Bridgeton would essentially consist of removing the centerline stripe and adding dashed white shoulder lines about 4' from the edge of pavement. This would leave a 10' center travel lane. Because these are very low-volume streets, most of the automobile traffic will stay within the centerline. When two vehicles approach one another, they pass at right, encroaching on the shoulder space (see diagrams at right).

PROJECT AT A GLANCE

- » Project type: 4'-wide advisory shoulders and 10' center travel lane
- » Length: Appx. 2.3 miles total.
- » Connections: Direct access to nearly every destination in Bridgeton



Motorists travel in the center two-way travel lane. When passing a bicyclist, no lane change is necessary.



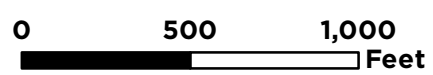
When two motor vehicles meet, motorists may need to encroach into the advisory shoulder space.



Example images of advisory shoulders (Hanover, NH).



- Existing 4' Sidewalk
- Existing Marina Boardwalk
- Bridgeton Advisory Shoulders
- Other Proposed Project



**PROJECT #4:
ENHANCE BRIDGETON WALKWAYS
(SIDEWALK REPAIR, CURB RAMPS,
STREET LIGHTS, AND STREET TREES)**

- » Length: TBD
 - » XXX ft sidewalk replacement
 - » XXX estimated new street trees
- » Street lights are recommended for the length of B Street as a first phase (from D Street to Pine St), as it is the most centrally located street of the Town. This section is approximately 4,300 ft long. The Project for Public Spaces suggests a fixture height of 13', with lamps placed every 50' and opposite each other (www.pps.org/article/streetlights). This example scenario would equal a need for about 86 pedestrian-scaled lights (example image below).

- » The town should identify some locations between US 17 and the river that would be ideal for a neighborhood grocery store. This would allow people, who do not drive, to walk or bike to a grocery/convenience store, without having to cross US 17 on foot. The Town could consider incentives to potential business owners who would invest in such an endeavor (example image below).

In some places, the sidewalk is in good condition, but could be wider, and could use additional street trees to provide more shade. See existing and proposed images of B Street near Bridge Street below.



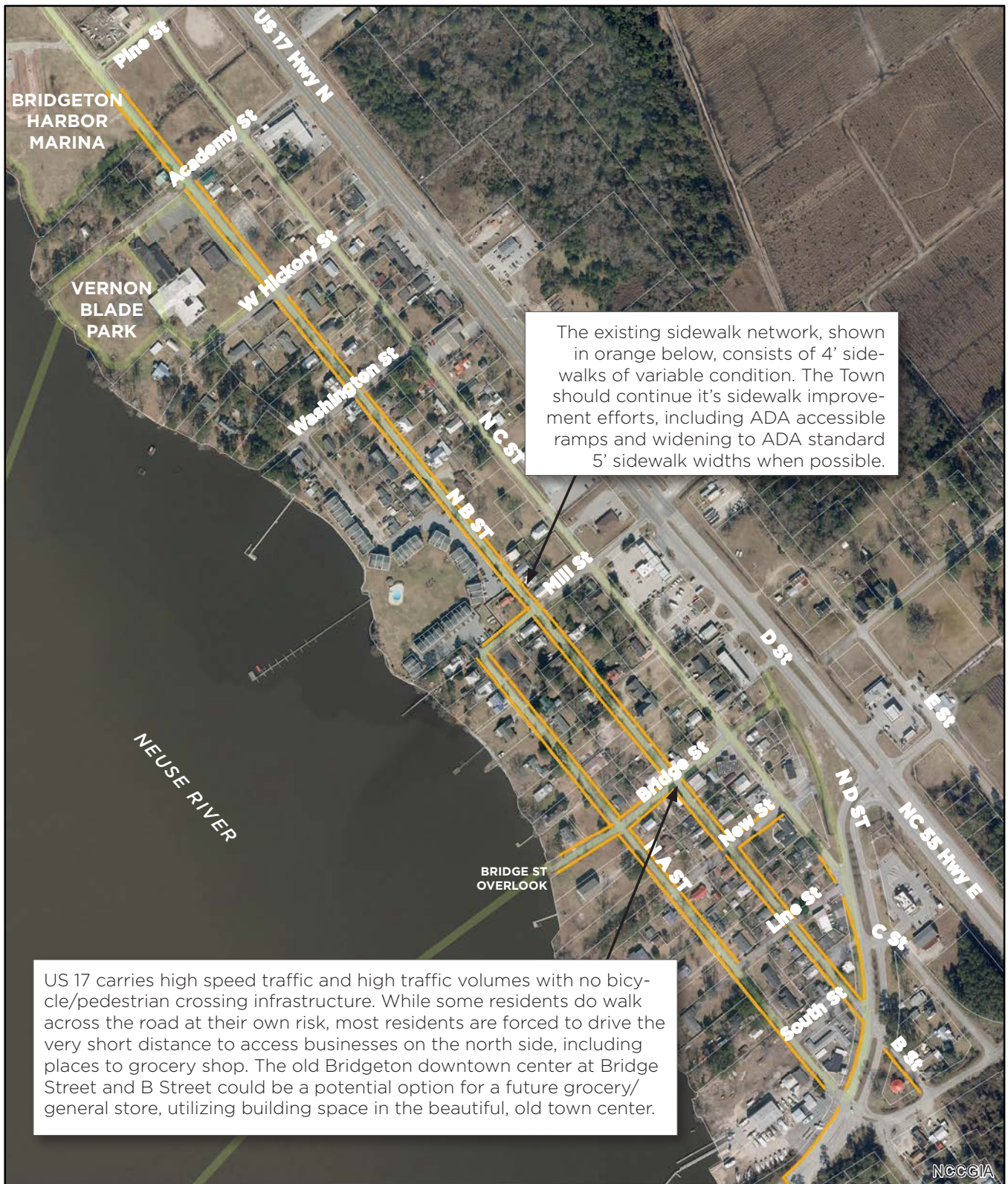
Bridgeton is already working to repair and replace many of the sidewalks that are in poor condition, like this one on B Street near Academy St.



Many areas of Bridgeton already have excellent walkways with street trees, such as this section of B Street, near Mill Street.

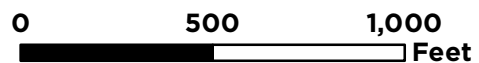


Bridgeton residents and stakeholders expressed interest in pedestrian-scaled street lighting that provides illumination for walkways, while minimizing light pollution (left). The example at right is not recommended.



NCCGIA

- Existing 4' Sidewalk
- Other Proposed Project



PROJECT #5: BRIDGETON WALKING & BICYCLING MAP

One of the most effective ways of encouraging people to walk more often or to ride a bicycle is through the use of maps and guides to show where you can walk and bike, and to guide people to enjoyable routes and destinations. The Town of Bridgeton currently has no such map or brochure.

These maps can be designed so that a portion of the map is devoted to bicycle and pedestrian safety education, such as informational graphics that demonstrate bicycle hand signals and how to share the road and the trail safely. The map should be made available online and printed as needed to be actively distributed to residents and visitors.

PROJECT AT A GLANCE

- » Project type: Hardcopy paper map that could also be made available online.
- » Dimensions: 12 x 36 full color, double-sided, foldable map
- » Production & printing:
 - » Destination information and mapping data from this plan (such as the sidewalk locations), could be used to develop the map.
 - » The map design, layout, and safety information could be based on other similar maps in NC, as shown on the opposite page.
 - » The town could seek donations from local businesses or community and regional partners for printing small batches of the map at a time.

Example images from Bridgeton that could be featured on the brochure map.



EXAMPLE SMALL TOWN WALKING & BICYCLING MAP

Small towns in North Carolina are promoting walking and bicycling with maps that show bicycle and pedestrian facilities, highlighting destinations, and providing tips for safer walking and bicycling. Examples on this page from Columbia, NC.



TIPS FOR SAFER BICYCLING

- OBEY TRAFFIC SIGNALS & SIGNS**
- RIDE WITH TRAFFIC**
- BE BRIGHT AT NIGHT**
- LOOK BEFORE ENTERING TRAFFIC & CHANGING LANES**
- USE HAND SIGNALS**
- WEAR A HELMET**

TIPS FOR SAFER WALKING

- BE BRIGHT AT NIGHT**
- WALK FACING TRAFFIC**
- WATCH FOR TURNING CARS**
- BE CAREFUL IN PARKING LOTS**
- BE CAREFUL AT DRIVEWAYS**
- PULL THE PLUG AND PAY ATTENTION**

PROJECT #6: BRIDGETON TO NEW BERN WATER TAXI

A water taxi service could provide a unique attraction for groups, such as those associated with bicycle tourism. The service would likely be privately operated, but could be supported by the Town by providing a dedicated launch point, and promoted by the Town during large events, like the Blueberry Festival or National Night Out. The service could be seasonally operated, with a regular schedule, or it could be on-demand for large events, and/or by appointment for large groups, including bicycle tour groups.

PROJECT AT A GLANCE

- » Project type: Water Taxi Service
- » Length: Appx. About 1.5 miles for a route to Union Point Park in New Bern, depending on the selected launch point in Bridgeton. Would require coordination and approval from the City of New Bern.
- » Historically, Bridge St was the connection to New Bern, via the old Neuse River Bridge; the Town's small Bridge St Overlook could be an ideal launch point for the water taxi to connect people to New Bern today.

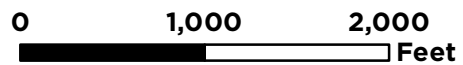
Bridge Street Overlook could be an ideal launch point for a water taxi to New Bern.



Example water taxis from other communities.



-  Bridgeton Water Taxi
-  Other Proposed Project



PROJECT #7: SOUTH BRIDGETON STREET NETWORK

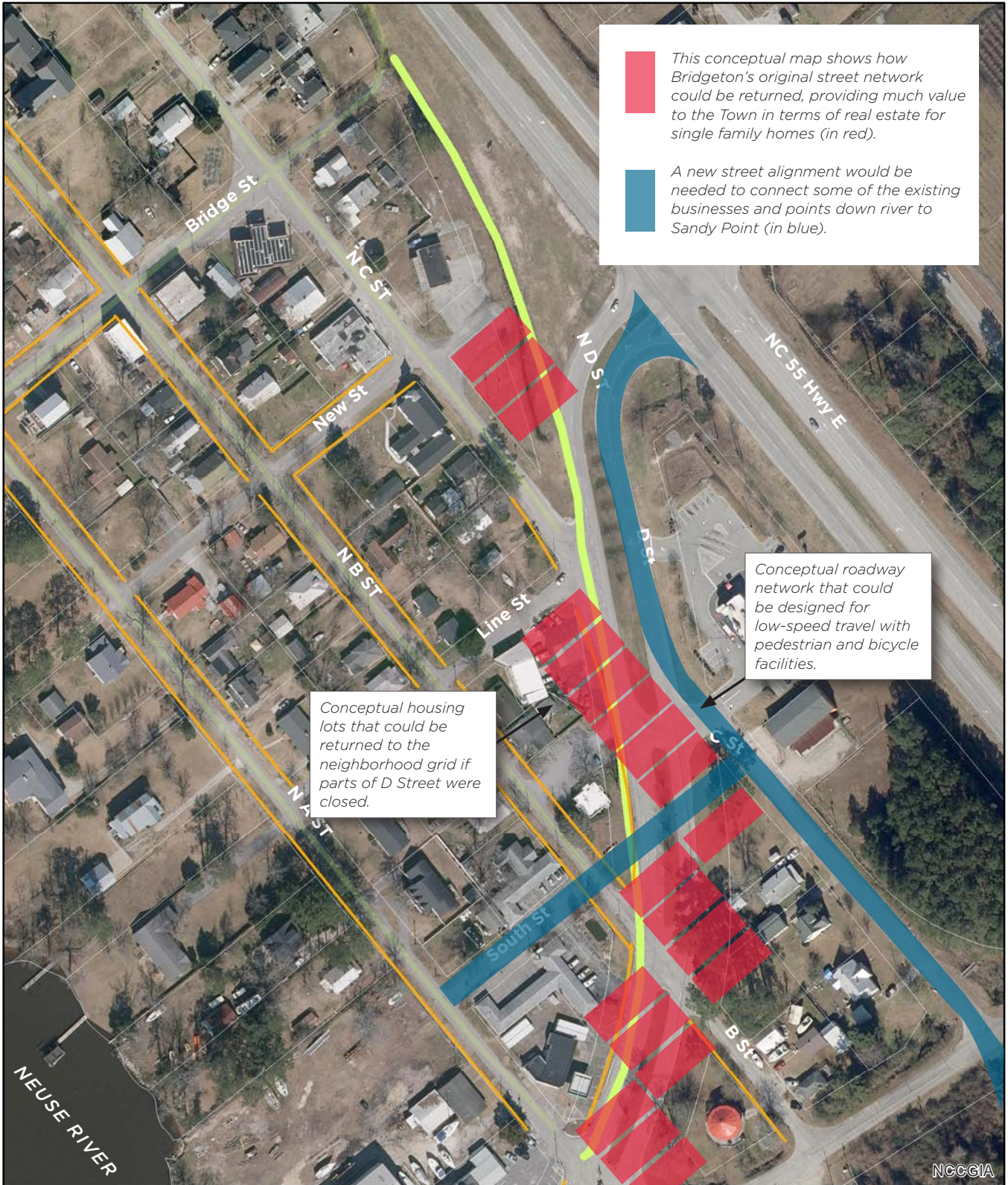
Before the new NC 55/US 17 bridge was constructed, D Street through the southeastern corner of Bridgeton connected to a former bridge that spanned the Neuse River to New Bern. Today, D Street is little more than a collector street that links several neighborhood streets and businesses in Bridgeton. However, the roadway still remains as a four lane divided cross-section, which is now out of character with the context of the surrounding streets.

Considering this, D Street between NC 55/US 17 and the waterfront has ample space given the relatively low traffic volumes currently. This could serve as an opportunity to close the west side of the four-lane section and reclaim a significant amount of space to be utilized for residential development as well as walking/biking trail connectivity.

This project sheet shows the current route of the outdated roadway alignment (yellow/green line), with examples of single family residential lots that could be returned to the Bridgeton Street grid.

Existing conditions along D Street in Bridgeton, looking towards the river (right), and looking towards US 17/NC 55 (below).





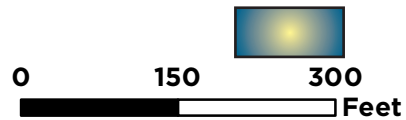
Red This conceptual map shows how Bridgeton's original street network could be returned, providing much value to the Town in terms of real estate for single family homes (in red).

Blue A new street alignment would be needed to connect some of the existing businesses and points down river to Sandy Point (in blue).

Conceptual housing lots that could be returned to the neighborhood grid if parts of D Street were closed.

Conceptual roadway network that could be designed for low-speed travel with pedestrian and bicycle facilities.

- Existing 4' Sidewalk
- Existing / Outdated D Street Alignment
- Other Proposed Project



PROJECT #8: REGIONAL BICYCLE CONNECTIVITY

Bridgeton and New Bern are fortuitously located along three Statewide/Regional trail systems; 1) the East Coast Greenway (Maine to Florida greenway), 2) North Carolina State Bike Routes 7 (Ocracoke Run) and 3 (Ports of Call), and 3) North Carolina's Mountains to Sea Trail. In particular, the East Coast Greenway is proposed to cross the Neuse River between New Bern and Bridgeton with the US 17/NC 55 bridge serving as the only option currently. Similarly, NC Bike Routes 7 and 3 are even signed along the US 17/NC 55 bridge. The NC Mountains to Sea Trail is currently proposed to connect through New Bern and continue to the southeast through parts of the Croatan National Forest.

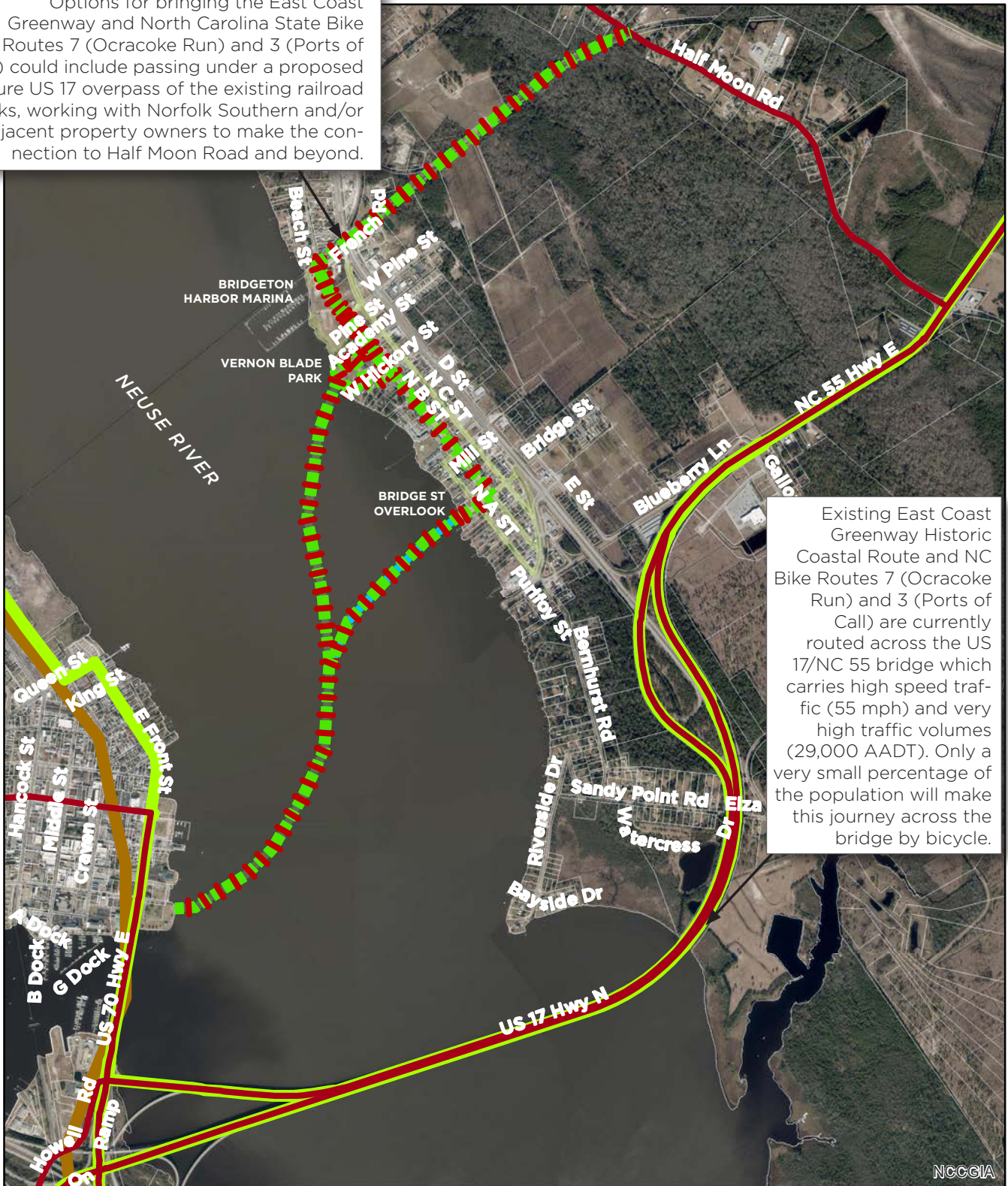
Bridgeton has an opportunity to bring the East Coast Greenway and NC Bike Routes 7 & 3 directly through the heart of town. Opportunities could include utilizing a water taxi system to make the New Bern to Bridgeton connection more enjoyable, by connecting to the park/overlook at the south end of Bridge Street, the developing Vernon Blade Park, or the Marina. From there, proposed improvements in this plan along B Street could make the link to the old railroad spur (potential rail-trail opportunity) in the northwest side of town that continues to the northeast and Half Moon Road (which is NC Bike Route 3).







The Croatan Regional Bicycle & Trails Plan recommends improving the paved shoulder space to improve safety for bicyclists and automobile traffic crossing the US 17/NC 55 bridge between New Bern and Bridgeton (images left and below from the Croatan Regional Bicycle & Trails Plan).

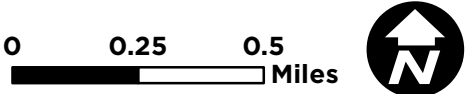


Options for bringing the East Coast Greenway and North Carolina State Bike Routes 7 (Ocracoke Run) and 3 (Ports of Call) could include passing under a proposed future US 17 overpass of the existing railroad tracks, working with Norfolk Southern and/or adjacent property owners to make the connection to Half Moon Road and beyond.



Existing East Coast Greenway Historic Coastal Route and NC Bike Routes 7 (Ocracoke Run) and 3 (Ports of Call) are currently routed across the US 17/NC 55 bridge which carries high speed traffic (55 mph) and very high traffic volumes (29,000 AADT). Only a very small percentage of the population will make this journey across the bridge by bicycle.

-  Proposed East Coast Greenway and State Bike Route Realignment through Bridgeton
-  Existing State Bike Route
-  Conceptual East Coast Greenway Route
-  NC Mountains to Sea Trail



PROGRAM RECOMMENDATIONS

Education, encouragement, enforcement, and promotional programs will help improve safety and accessibility for residents, as they learn how to safely travel along sidewalks, trails, and bikeways.

BICYCLE FixIt STATION

FixIt Stations include all the tools necessary to perform basic bike repairs and maintenance, from changing a flat to adjusting brakes and derailleurs. The tools are securely attached to the stand with stainless steel cables and tamper-proof fasteners. Hanging the bike from the hanger arms allows the pedals and wheels to spin freely while making adjustments.

One of these stations could be placed at the police station, or at Vernon Blade Park. Bridgeton residents who own bikes could then use this station to make repairs on their own, and continue riding without the cost of bike shop repairs, or the cost of buying their own tools. Lastly, a tuned-up bike is a safer bike, meaning this station could contribute to overall safety as well, especially as more riders are attracted to the area as the new trails are built.

For more info, see: www.bikefixation.com or www.dero.com/product/fixit/



SIGNAGE AND WAYFINDING

A relatively low-cost program that Bridgeton can pursue is to make and post simple wayfinding signs, to make it easier for people to find destinations, and to point how short it is to walk various places in Town. The Walk [Your City] program is designed to do just that. See below and Visit <http://walkyourcity.org/> for more information. BlueCross BlueShield of North Carolina has partnered on these efforts in the past.

For a step-by-step guide to help non-professionals participate in the process of developing and designing a signage system, as well as information on the range of signage types, visit the Project for Public Places website:

www.pps.org/reference/signage_guide



Road signage has traditionally been expensive and car-centered, leaving walkers and bikers by the wayside. Walk [Your City] lets anyone from citizens to corporations quickly and affordably promote healthy lifestyles, public safety, and human-centered transit. Walk Visit <http://walkyourcity.org/> for more information.

VERNON BLADE PARK AMENITIES AND ENHANCEMENTS


Public and stakeholder feedback during discussions about Vernon Blade Park Trail revealed several desired amenities and enhancements for the park. In addition to the trail recommendations outlined previously in the plan, other amenities mentioned during this planning process included pet waste bags, trash cans, and the use of low-maintenance native plants, ideally ones that can help with soil stabilization. Plants mentioned by meeting participants included natural oats/sea oats, oleander, and wax myrtles. The Craven County Extension Agent could provide guidance for plant selection as well.



COST ESTIMATES FOR TOP PROJECTS

Top projects were selected based on feedback received during the public workshops and direction from Town leadership. The costs below represent a planning-level analysis and are likely to change as more information becomes available in the design phase of the project. Costs are listed in the base year of 2018, and should be escalated at an appropriate rate each year thereafter. Keep in mind that design costs are likely higher for projects that impact FEMA regulated floodways that require detailed flood modeling and permitting.

COST ESTIMATES FOR PROJECT #1: VERNON BLADE PARK TRAIL - PHASE 1


 NC License #P-1301			PLANNING ESTIMATE TOWN OF BRIDGETON, NC - BICYCLE & PEDESTRIAN PLAN				
LOCATION:			PROJECT #1: VERNON BLADE PARK TRAIL - PHASE 1				
DESCRIPTION:			1200 FT 10' CONCRETE PATH AROUND SOUTH SIDE OF VERNON BLADE PARK. INCLUDES ADDITIONAL UNDERCUT FOR ANTICIPATED UNSUITABLE SOILS.				
TOTAL LENGTH:			0.2 MILES				
EST. PROJECT COST:*			\$210,000				
*INCLUDING DESIGN FEES AND RIGHT-OF-WAY ACQUISITION			COUNTY:	CRAVEN	DIVISION:	2	
LINE NO.	DESC. NO.	SECT. NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
ROADWAY ITEMS							
0001	0000100000-N	800	MOBILIZATION	1	LS	\$10,900.00	\$10,900.00
0002	0000400000-N	801	CONSTRUCTION SURVEYING	1	LS	\$2,500.00	\$2,500.00
0003	0001000000-E	200	CLEARING & GRUBBING .. ACRE(S)	1	LS	\$5,600.00	\$5,600.00
0004	0022000000-E	225	UNCLASSIFIED EXCAVATION	230	CY	\$50.00	\$11,500.00
0005	0057000000-E	226	UNDERCUT EXCAVATION	450	CY	\$50.00	\$22,500.00
0006	1011000000-N	500	FINE GRADING	1	LS	\$2,700.00	\$2,700.00
0007	2591000000-E	848	4" CONCRETE SIDEWALK	1,330	SY	\$35.00	\$46,550.00
0008	6084000000-E	1660	SEEDING & MULCHING	0.2	ACR	\$2,500.00	\$500.00
0009			DRAINAGE ALLOWANCE	1	LS	\$9,000.00	\$9,000.00
0010			EROSION CONTROL ALLOWANCE	1	LS	\$5,000.00	\$5,000.00
0011			MINOR ITEMS (5%)	1	LS	\$5,000.00	\$5,000.00

CONSTRUCTION COST SUBTOTAL	<u>\$122,000.00</u>
CONSTRUCTION CONTINGENCY (30%)	<u>\$36,600.00</u>
OPINION OF PROBABLE CONSTRUCTION COST	<u>\$158,600.00</u>
ENGINEERING DESIGN (30%)	<u>\$48,000.00</u>
RIGHT-OF-WAY ACQUISITION	<u>\$0.00</u>
OPINION OF TOTAL PROJECT COST	<u>\$206,600.00</u>

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY.
 BASED ON 2017/2018 UNIT PRICES, INFLATION NOT INCLUDED.
 EXCLUDES SPECIAL LANDSCAPING, LIGHTING, AND GREEN INFRASTRUCTURE.
 EXCLUDES POTENTIAL PIER.

COMPUTED BY CJA
 DATE 8/29/2018

COST ESTIMATES FOR PROJECT #1: VERNON BLADE PARK TRAIL - PHASE 2

 NC License #P-1301	PLANNING ESTIMATE TOWN OF BRIDGETON, NC - BICYCLE & PEDESTRIAN PLAN
LOCATION:	PROJECT #1: VERNON BLADE PARK TRAIL - PHASE 2
DESCRIPTION:	1100 FT 10' CONCRETE PATH AROUND NORTH SIDE OF VERNON BLADE PARK. INCLUDES ADDITIONAL UNDERCUT FOR ANTICIPATED UNSUITABLE SOILS.
TOTAL LENGTH:	0.2 MILES
EST. PROJECT COST:*	\$190,000
*INCLUDING DESIGN FEES AND RIGHT-OF-WAY ACQUISITION	COUNTY: <u>RANDOLPH</u> DIVISION: <u>2</u>


ITEM NO.			ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
LINE NO.	DESC. NO.	SECT. NO.					
ROADWAY ITEMS							
0001	0000100000-N	800	MOBILIZATION	1	LS	\$9,800.00	\$9,800.00
0002	0000400000-N	801	CONSTRUCTION SURVEYING	1	LS	\$2,500.00	\$2,500.00
0003	0001000000-E	200	CLEARING & GRUBBING .. ACRE(S)	1	LS	\$5,600.00	\$5,600.00
0004	0022000000-E	225	UNCLASSIFIED EXCAVATION	210	CY	\$50.00	\$10,500.00
0005	0036000000-E	225	UNDERCUT EXCAVATION	410	CY	\$50.00	\$20,500.00
0006	1011000000-N	500	FINE GRADING	1	LS	\$2,450.00	\$2,450.00
0007	2591000000-E	848	4" CONCRETE SIDEWALK	1,220	SY	\$35.00	\$42,700.00
0008	4399000000-N	1105	TEMPORARY TRAFFIC CONTROL	1	LS	\$2,000.00	\$2,000.00
0009	6084000000-E	1660	SEEDING & MULCHING	0.2	ACR	\$2,500.00	\$500.00
0010			DRAINAGE ALLOWANCE	1	LS	\$5,000.00	\$5,000.00
0011			EROSION CONTROL ALLOWANCE	1	LS	\$5,000.00	\$5,000.00
0012			MINOR ITEMS (5%)	1	LS	\$5,000.00	\$5,000.00

CONSTRUCTION COST SUBTOTAL	\$112,000.00
CONSTRUCTION CONTINGENCY (30%)	\$33,600.00
OPINION OF PROBABLE CONSTRUCTION COST	\$145,600.00
ENGINEERING DESIGN (30%)	\$44,000.00
RIGHT-OF-WAY ACQUISITION	\$0.00
OPINION OF TOTAL PROJECT COST	\$189,600.00

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY.
 BASED ON 2017/2018 UNIT PRICES, INFLATION NOT INCLUDED.
 EXCLUDES SPECIAL LANDSCAPING, LIGHTING, AND GREEN INFRASTRUCTURE.

COMPUTED BY CJA
 DATE 8/29/2018

COST ESTIMATES FOR PROJECT #2: BRIDGETON HARBOR TRAIL

 NC License #P-1301			PLANNING ESTIMATE TOWN OF BRIDGETON, NC - BICYCLE & PEDESTRIAN PLAN				
			LOCATION: PROJECT #2: BRIDGETON HARBOR TRAIL				
DESCRIPTION:			1300 LF 10' ASPHALT SIDE PATH ALONG SOUTH SIDE OF N. B STREET FROM RAILROAD CROSSING TO W. ACADEMY STREET.				
TOTAL LENGTH:			0.25 MILES				
EST. PROJECT COST:*			\$270,000				
*INCLUDING DESIGN FEES AND RIGHT-OF-WAY ACQUISITION			COUNTY: <u> CRAVEN </u>		DIVISION: <u> 2 </u>		
ITEM NO.			ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
LINE NO.	DESC. NO.	SECT. NO.					
ROADWAY ITEMS							
0001	0000100000-N	800	MOBILIZATION	1	LS	\$12,400.00	\$12,400.00
0002	0000400000-N	801	CONSTRUCTION SURVEYING	1	LS	\$2,500.00	\$2,500.00
0003	0001000000-E	200	CLEARING & GRUBBING .. ACRE(S)	1	LS	\$7,000.00	\$7,000.00
0004	0022000000-E	225	UNCLASSIFIED EXCAVATION	490	CY	\$50.00	\$24,500.00
0005	1011000000-N	500	FINE GRADING	1	LS	\$2,900.00	\$2,900.00
0006	1121000000-E	520	AGGREGATE BASE COURSE	590	TON	\$55.00	\$32,450.00
0007	1275000000-E	600	PRIME COAT	510	GAL	\$6.00	\$3,060.00
0008	1519000000-E	610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	170	TON	\$95.00	\$16,150.00
0009	1575000000-E	620	ASPHALT BINDER FOR PLANT MIX	15	TON	\$650.00	\$9,750.00
0010	2605000000-N	848	CONCRETE CURB RAMP	2	EA	\$2,000.00	\$4,000.00
0011	4399000000-N	1105	TEMPORARY TRAFFIC CONTROL	1	LS	\$2,400.00	\$2,400.00
0012	6084000000-E	1660	SEEDING & MULCHING	0.2	ACR	\$2,500.00	\$500.00
0013			DRAINAGE ALLOWANCE	1	LS	\$11,000.00	\$11,000.00
0014			EROSION CONTROL ALLOWANCE	1	LS	\$6,000.00	\$6,000.00
0015			MINOR ITEMS (5%)	1	LS	\$6,000.00	\$6,000.00

CONSTRUCTION COST SUBTOTAL	\$141,000.00
CONSTRUCTION CONTINGENCY (30%)	\$42,300.00
OPINION OF PROBABLE CONSTRUCTION COST	\$183,300.00
ENGINEERING DESIGN (25%)	\$46,000.00
RIGHT-OF-WAY ACQUISITION (@ APPROX. 75K PER ACRES)	\$34,000.00
OPINION OF TOTAL PROJECT COST	\$263,300.00

NOTE: ESTIMATE IS NOT BASED ON AN ENGINEERING DESIGN, AND IS FOR PLANNING PURPOSES ONLY.
 BASED ON 2017/2018 UNIT PRICES, INFLATION NOT INCLUDED.
 EXCLUDES SPECIAL LANDSCAPING, LIGHTING, AND GREEN INFRASTRUCTURE.
 RAILROAD CROSSING ASSUMES PATH USERS WILL SHARE EXISTING ROAD CROSSING (NO ADJUSTMENT TO EXISTING CROSSING)

COMPUTED BY CJA
 DATE 8/29/2018

IMPLEMENTATION ACTION STEPS

The action steps draw from the opportunities shown in this document. These should be guiding steps for the Town of Bridgeton to initiate plan implementation and to begin top projects.

TASK	DETAILS	PHASE
Adopt this plan.	Through adoption, the Plan becomes an official planning document of the Town of Bridgeton. Adoption does not commit Bridgeton to dedication of funding, but rather shows intention to support plan implementation over time. It also signals to outside funding groups that Bridgeton has undergone a successful, supported planning process, which is key to securing outside funding.	Short-term (2018)
Seek multiple funding sources and facility development options.	Project recommendations contain cost estimates and potential funding opportunities are listed at the end of this report.	Short-term/ Ongoing (2018-)
Complete all priority projects.	Eight priority projects are recommended. Aim to complete all eight in 5-10 years.	Ongoing (2018-2028)
Develop a long- term funding strategy	To allow continued development of the project recommendations, capital funds for bicycle and pedestrian facility construction should be set aside every year. Funding for an ongoing maintenance program should also be included in operating budgets.	Short-term/ Ongoing (2018-)
Coordinate road resurfacing schedule with projects that could be furthered with resurfacing projects.	Resurfacing is a very important part of implementing bike facilities and comes at very little cost. It is essential for implementation that Bridgeton coordinates the resurfacing schedule with the advisory shoulder recommendations (Project #3) (see pages 12-13).	Short-term/ Ongoing (2018-)
Launch new programs.	New programs should be launched to complement infrastructure improvements, as described in this document, including a hike and bike map, a water taxi, (see pages 16-19), Bike FixIt station, and signage/wayfinding (see pages 24-25).	Ongoing (2018-)
Seek designation as a Bicycle-Friendly Community & Walk-Friendly Community.	The development and implementation of this plan is an essential first step toward becoming a designated Bicycle-Friendly and Walk-Friendly Community. With progress on these recommendations, Bridgeton should be in a position to apply for and receive recognition by 2023. See the League of American Bicyclists website - https://www.bikeleague.org/community and the Walk Friendly Community program website - http://walkfriendly.org/ for further information.	Mid- to Long-term (-2023-)
Plan Update	This plan should be updated by 2023 (about five years from adoption). If many of the recommendations have been completed by then, a new set of priorities should be established. If not, a new implementation strategy should be established.	Long-Term (2023)

DESIGN GUIDELINE RESOURCES

Planners and project designers should refer to these standards and guidelines in developing the infrastructure projects recommended by this plan. The following resources are from the NCDOT website, for *“Bicycle & Pedestrian Project Development & Design Guidance”*, located here:

<https://connect.ncdot.gov/projects/BikePed/Pages/Guidance.aspx>

All resources listed below are linked through the web page listed above, retrieved in August 2018.

NATIONAL GUIDELINES

American Association of State Highway and Transportation Officials (AASHTO):

- » Guide for the Development of Bicycle Facilities
- » Guide for the Planning, Design, and Operation of Pedestrian Facilities

The Federal Highway Administration (FHWA):

- » Accessibility Guidance
- » Design Guidance
- » Facility Design
- » Facility Operations

Manual on Uniform Traffic Control Devices (MUTCD):

- » 2009 NC Supplement to MUTCD
- » Part 4E: Pedestrian Control Features
- » Part 7: Traffic Controls for School Areas
- » Part 9: Traffic Controls for Bicycle Facilities

National Association of City Transportation Officials (NACTO):

- » Urban Bikeway Design Guide
- » Urban Street Design Guide

Safe Routes to School (SRTS) Non-Infrastructure:

- » National Center for Safe Routes to School
- » National Partnership for Safe Routes to School

US Access board:

- » ABA Accessibility Standards
- » ADA Accessibility Guidelines
- » ADA Accessibility Standards
- » Public Rights-of-Way, Streets & Sidewalks, and Shared Use Paths

NORTH CAROLINA GUIDELINES

North Carolina Department of Transportation (NCDOT):

- » WalkBikeNC: The Statewide Pedestrian and Bicycle Plan
- » Glossary of North Carolina Terminology for Active Transportation
- » NCDOT Complete Streets, including the Complete Streets Planning and Design Guidelines
- » Evaluating Temporary Accommodations for Pedestrians
- » NC Local Programs Handbook
- » Traditional Neighborhood Development Guidelines

Greenway Construction Standards:

- » Greenway Standards Summary Memo
- » Design Issues Summary
- » Greenway Design Guidelines Value Engineering Report
- » Summary of Recommendations
- » Minimum Pavement Design Recommendations for Greenways
- » Steps to Construct a Greenway or Shared-Use Trail

Route Signing & Mapping

- » Bike Maps and Routes
- » Share the Road Initiative
- » How to Select Routes
- » NCDOT Bicycle Route Signing & Mapping Program

Additional FHWA resources not currently linked through the main NCDOT link above:

- » Achieving Multimodal Networks (2016)
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/
- » Separated Bike Lane Planning and Design Guide (2015)
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm
- » Incorporating On-Road Bicycle Networks into Resurfacing Projects (2016)
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/
- » Small Town and Rural Multimodal Networks Design Guide (2017)
<http://ruralsdesignguide.com/>

PROJECT BENEFIT RESOURCES

THE VALUE OF WALKABLE AND BICYCLE-FRIENDLY COMMUNITIES

Increased rates of bicycling and walking will help to improve people's health and fitness, improve livability of our communities, enhance environmental conditions, decrease traffic congestion, and contribute to a greater sense of community.

Scores of studies from the fields of public health, urban planning, urban ecology, real estate, tourism, and transportation have demonstrated the value of supporting bicycling and walking. Communities across the United States and throughout the world are investing in improvements for bicycling, walking, and trails. They do this because of their obligations to promote health, safety and welfare, and also because of the growing awareness of the many benefits outlined in the studies listed below.

TRAILS RESEARCH SEARCHABLE BENEFITS LIBRARY

Headwaters Economics compiled 120 studies on the impacts of trails in a single library, searchable by type of benefit, use, year, and region. Findings include:

- » Trails can generate business impacts and create new jobs by attracting visitors, especially overnight visitors.
- » Local trail users often use community trails multiple times per week, and trails are a valuable part of residents' quality of life.
- » Trails are often associated with higher property value, especially when a trail is designed to provide neighborhood access and maintain residents' privacy.
- » Trails are associated with increased physical activity and improved public health, especially in rural places without other safe places to exercise.

<https://headwaterseconomics.org/economic-development/trails-pathways/trails-research/>

BIKES IN BEDS: HOW TO MAXIMIZE BICYCLE TOURISM

A 2015 report in Haywood County, NC that details economic impact of bicycle tourists. While focusing on Haywood County, this study provides an overview of bicycle tourism opportunities for other NC communities as well.

http://highpointregionalbikeplan.com/pdf/2015_bikes-in-beds_wncbiketourism.pdf

WALKBIKENC

WalkBikeNC (North Carolina's Statewide Bicycle and Pedestrian Plan) is a blueprint for improving walking and bicycling for North Carolina communities. Here you will find further information on the benefits of walking and bicycling and the five 'pillars' - health, safety, economy, mobility, and the environment.

<https://www.ncdot.gov/bikeped/walkbikenc>

PATHWAYS TO PROSPERITY

A older, but relevant report on the economic impacts of investments in bicycle facilities by the Institute for Transportation Research & Education (focused on the NC's coastal region).

http://headwaterseconomics.org/wp-content/uploads/Trail_Study_7-pathways-to-prosperity-bicycle-facilities.pdf

WALKING THE WALK: HOW WALKABILITY RAISES HOME VALUES IN U.S. CITIES

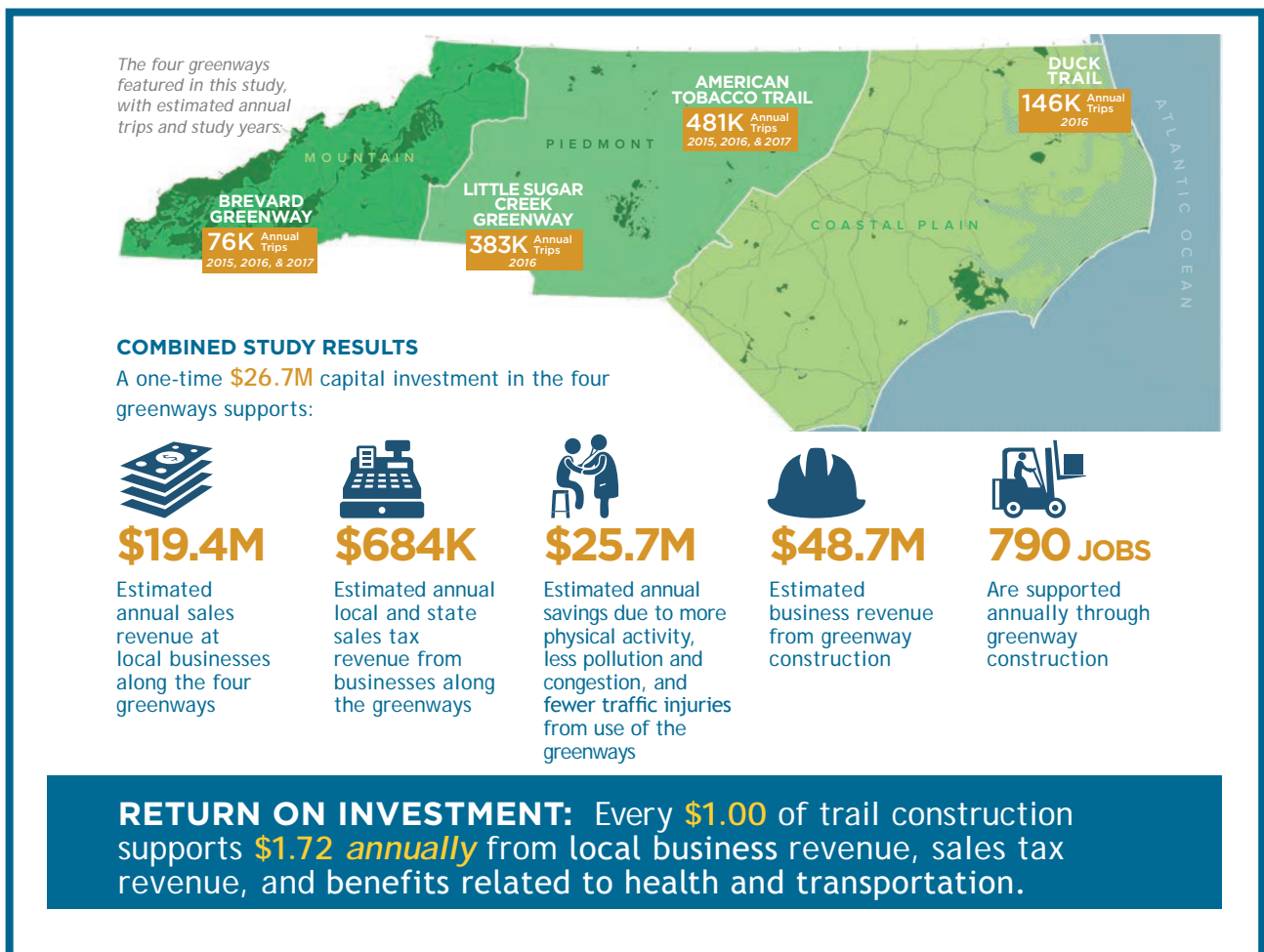
This report, by CEO's for Cities, which looked at 94,000 real estate transactions in 15 markets, found that in 13 of those markets, higher levels of "walkability" were directly linked to higher home values.

http://blog.walkscore.com/wp-content/uploads/2009/08/WalkingTheWalk_CEOsforCities.pdf

EVALUATING THE ECONOMIC CONTRIBUTION OF SHARED USE PATHS IN NC

Shared use paths, also known as greenways, provide a shared space for bicycle and pedestrian travel outside of the roadway. This project's objective was to design and test an approach for measuring the economic contributions of greenways in North Carolina. The study found that, on average, every \$1.00 of trail construction in North Carolina supports \$1.72 annually from local business revenue, sales tax revenue, and benefits related to health and transportation.

For more information: <https://itre.ncsu.edu/focus/bike-ped/sup-economic-impacts/>



Excerpt from the Executive Summary for "Evaluating the Economic Contribution of Shared Use Paths in NC".

PROJECT FUNDING RESOURCES

Multiple approaches should be taken to support bicycle and pedestrian facility development and programming. It is important to secure the funding necessary to undertake priority projects but also to develop a long-term funding strategy to allow continued development of the overall system. Dedicated local funding sources will be important for the implementation of this plan.

Local government funds for bicycle and pedestrian facilities should be set aside every year, even if only for a small amount. Small amounts of local funding can be matched to outside funding sources. A variety of local, state, federal, and non-governmental options and sources exist and should be pursued.

The following section identifies federal, state, local and private/non-profit foundation sources of funding for planning, design, implementation and maintenance of bicycle and pedestrian infrastructure. The descriptions are intended to provide an overview of available options and do not represent a comprehensive list. It should be noted that this section reflects the funding available at the time of writing. The funding amounts, fund cycles, and even the programs themselves are susceptible to change without notice.

FEDERAL FUNDING SOURCES

Federal funding is typically directed through state agencies to local governments either in the form of grants or direct appropriations. Federal funding typically requires a local match of five percent to 50 percent, but there are sometimes exceptions. The following is a list of possible Federal funding sources that could be used to support the construction of bicycle and pedestrian facilities.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST ACT)

In December 2015, President Obama signed the FAST Act into law, which replaces the previous Moving Ahead for Progress in the Twenty-First

Century (MAP-21). The Act provides a long-term funding source of \$305 billion for surface transportation and planning for FY 2016-2020. Overall, the FAST Act retains eligibility for larger programs - Transportation Investments Generating Economic Recovery (TIGER - Now called BUILD), Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Highway Safety Improvement Program (HSIP). The FAST Act maintains the federal government's focus on safety, preserves the established structure of various highway-related programs, streamlines project delivery, and provides a dedicated funding source for freight projects.

In North Carolina, federal monies are administered through the North Carolina Department of Transportation (NCDOT) and Metropolitan / Rural Planning Organizations (MPOs/RPOs). Most, but not all, of these programs are focused on transportation rather than recreation, with an emphasis on reducing auto trips and providing intermodal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system. Most FAST ACT funds are available through the STI process.

For more information: <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

TRANSPORTATION ALTERNATIVES (TA)

Transportation Alternatives (TA) is a funding source under the FAST Act that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements (TE), Safe Routes to School (SRTS), and the Recreational Trails Program (RTP). Funds are available through a competitive process. These funds may be used for a variety of pedestrian, bicycle, and streetscape projects. These include:

- » SRTS programs - infrastructure and non-infrastructure programs

- » Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bikeways, pedestrian and bicycle signals, traffic calming techniques, and lighting and other safety-related infrastructure
- » Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, seniors, and individuals with disabilities
- » Construction of rail-trails
- » Recreational trails program

Eligible entities for TA funding include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts or schools, tribal governments, and any other local or regional government entity with responsibility for oversight of transportation or recreational trails that the State determines to be eligible.

The FAST Act provides \$84 million for the Recreational Trails Program. Funding is prorated among the 50 states and Washington D.C. in proportion to the relative amount of off-highway recreational fuel tax that its residents paid. To administer the funding, states hold a statewide competitive process. The legislation stipulates that funds must conform to the distribution formula of 30% for motorized projects, 30% for non-motorized projects, and 40% for mixed used projects. Each state governor is given the opportunity to “opt out” of the RTP.

For more information: <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

SURFACE TRANSPORTATION BLOCK GRANT (STBG) PROGRAM

The FAST Act converts the Surface Transportation Program into the Surface Transportation Block Grant (STBG) program. This program is among the most flexible eligibilities

among all Federal-aid and highway programs. The Surface Transportation Program (STP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of pedestrian improvements are eligible, including trails, sidewalks, crosswalks, pedestrian signals, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Safe Routes to School programs, congestion pricing projects and strategies, and recreational trails projects are other eligible activities. Under the FAST Act, a State may use STBG funds to create and operate a State office to help design, implement, and oversee public-private partnerships eligible to receive Federal highway or transit funding. In general, projects cannot be located on local roads or rural minor collectors. However, there are exceptions. These exceptions include recreational trails, pedestrian and bicycle projects, and Safe Routes to School programs.

For more information: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

HSIP provides \$2.2 - \$2.4 billion nationally (FY 2016-2020) for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The HSIP requirements prior to the enactment of the FAST Act are still applicable, including the need for a comprehensive, data-driven State Highway Safety Plan (SHSP) that defines the State’s safety goals and describes strategies to improve safety.

HSIP funds must be used for safety projects that are consistent with the State’s SHSP and that correct or improve a hazardous road location or features to address a highway safety problem. Most eligible activities are infrastructure-related. Bicycle and pedestrian safety improvements,

traffic calming projects, and crossing treatments for non-motorized users in school zones are eligible for these funds. Examples include pedestrian hybrid beacons, medians, and pedestrian crossing islands. Workforce development, training, and education activities are other eligible uses of HSIP funds.

For more information: <http://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm>

STATEWIDE AND NON-METROPOLITAN PLANNING

The FAST Act continues funding for statewide and nonmetropolitan planning as part of a 2 percent set-aside for planning and research activities from each State's apportionments of five core programs: National Highway Performance Program, Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, and National Highway Freight Program.

The FAST Act continues to require long-range statewide transportation plans and statewide transportation improvement programs (STIPs) to provide for the development and integrated management and operation of transportation systems and facilities that enable an intermodal transportation system, including pedestrian and bicycle facilities.

For more information: <https://www.fhwa.dot.gov/fastact/factsheets/statewideplanningfs.cfm>

SAFE ROUTES TO SCHOOL (SRTS) PROGRAM

SRTS enables and encourages children in grades K-8 to walk and bike to school. The program helps make walking and bicycling to school a safe and more appealing method of transportation for children. SRTS facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Funding is administered by

State Departments of Transportation (DOTs). Eligible recipients are state, local, and regional agencies as well as nonprofit organizations. Project sponsors may be school or community based groups. Around 10-30% of each state's funding is to be spent on non-infrastructure activities, such as encouragement programs, additional law enforcement activities, and educational curricula.

Infrastructure-related projects improve the ability of students to walk or bike to and from school. Types of projects include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bike crossing improvements, bicycle facilities, pedestrian facilities, and secure bike parking.

For more information: http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542170

OTHER FEDERAL FUNDING SOURCES

BUILD TRANSPORTATION DISCRETIONARY GRANT PROGRAM

The Consolidated Appropriations Act, 2018 appropriated \$1.5 billion, available for obligation through September 30, 2020, for National Infrastructure Investments previously known as TIGER grants, and now renamed BUILD Transportation grants. As with previous rounds of TIGER, funds for the FY2018 BUILD Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact.

Funding provided under National Infrastructure Investments have supported capital projects which repair bridges or improve infrastructure to a state of good repair; projects that implement safety improvements to reduce fatalities and serious injuries, including improving grade crossings or providing shorter or more direct access to critical health services; projects that connect communities and people to jobs, services, and education; and, projects that anchor economic revitalization and job growth

in communities. DOT intends to award a greater share of FY2018 BUILD Transportation grants to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

For more information: <https://www.transportation.gov/BUILDgrants/2018-build-application-faqs>

FEDERAL TRANSIT ADMINISTRATION ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

This program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program can be used for capital expenses that support transportation and non-emergency medical transportation to meet the special needs of older adults and persons with disabilities, including providing access to an eligible public transportation facility when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. States and designated recipients are direct recipients. Eligible sub-recipients include nonprofit organizations, states or local governments, or operators of public transportation. Types of eligible projects include transit-related information technology systems, building an accessible path to a bus stop (curb cuts, sidewalks, accessible pedestrian signals), and improving signage.

For more information: <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

ECONOMIC DEVELOPMENT ADMINISTRATION

Under Economic Development Administration's (EDA) Public Works and Economic Adjustment Assistance programs, grant applications are accepted for projects that promote economic development. State and local entities may apply for funding for projects that address a wide range of economic challenges. Under this program,

Implementation Grants support infrastructure improvements, including site acquisition, site preparation, construction, and rehabilitation of facilities. Selection criteria emphasize projects that are able to start quickly, create jobs faster, and that will enable the community or region to become more economically prosperous. Application deadlines are typically in March and June.

For more information: <https://www.eda.gov/funding-opportunities/index.htm>

FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP)

The FLTP funds projects that improve transportation infrastructure owned and maintained by the following Federal Lands Management Agencies: National Park Service (NPS), U.S. Fish and Wildlife Service (FWS), USDA Forest Service, Bureau of Land Management (BLM), U.S. Army Corps of Engineers, Bureau of Reclamation, and independent Federal agencies with land and natural resource management responsibilities. FLTP funds are for available for program administration, transportation planning, research, engineering, rehabilitation, construction, and restoration of Federal Lands Transportation Facilities. Transportation projects that are on the public network that provide access to, adjacent to, or through Federal lands are also eligible for funding. Under the FAST Act, \$335 - \$375 million has been allocated to the program per fiscal year from 2016 - 2020.

For more information: <https://flh.fhwa.dot.gov/programs/fltp/documents/FAST%20FLTP%20fact%20sheet.pdf>

PARTNERSHIP FOR SUSTAINABLE COMMUNITIES

Founded in 2009, the Partnership for Sustainable Communities (PSC) is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department

of Transportation (USDOT). The partnership aims to “improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide.”

PSC is based on six livability principles, one of which explicitly addresses the need for alternative transportation options. (“Provide more transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health”). PSC is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities (including both TIGER I and TIGER II grants). North Carolina jurisdictions should track PSC communications and be prepared to respond proactively to announcements of new grant programs. Initiatives that speak to multiple livability goals are more likely to score well than initiatives that are narrow in scope. PSC livability principles include: provide more transportation choices, promote equitable, affordable housing, enhance economic competitiveness, support existing communities, coordinate and leverage federal policies and investment, and value communities and neighborhoods.

For more information: <https://www.hud.gov/hudprograms/sci>

FEDERAL LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund (LWCF) provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. Funds can be used for right-of-way acquisition and construction. The program is administered by the Department of Environment and Natural Resources as a grant program for states and local governments. Maximum annual grant

awards for county governments, incorporated municipalities, public authorities, and federally recognized Indian tribes are \$250,000. The local match may be provided with in-kind services or cash.

For more information: <https://www.nps.gov/subjects/lwcf/stateside.htm>

RIVERS, TRAILS, AND CONSERVATION ASSISTANCE PROGRAM

The Rivers, Trails, and Conservation Assistance Program (RTCA) is a National Parks Service (NPS) program that provides technical assistance via direct NPS staff involvement to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program only provides planning assistance; there are no implementation funds available. Projects are prioritized for assistance based on criteria, including conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation, and focusing on lasting accomplishments. Project applicants may be state and local agencies, tribes, nonprofit organizations, or citizen groups. National parks and other federal agencies may apply in partnership with other local organizations. This program may benefit trail development in North Carolina indirectly through technical assistance, particularly for community organizations, but is not a capital funding source. Annual application deadline is August 1st.

For more information: <https://www.nps.gov/orgs/rtca/index.htm>

ENVIRONMENTAL CONTAMINATION CLEANUP FUNDING SOURCES

EPA’s Brownfields Program provides direct funding for brownfields assessment, cleanup, revolving loans, and environmental job training. EPA’s Brownfields Program collaborates with other

EPA programs, other federal partners, and state agencies to identify and leverage more resources for brownfields activities. The EPA provides assessment grants to recipients to characterize, assess, and conduct community involvement related to brownfields sites. They also provide Area-wide planning grants (AWP) which provides communities with funds to research, plan, and develop implementation strategies for areas affected by one or more brownfields.

For more information: <https://www.epa.gov/brownfields/types-brownfields-grant-funding>

NATIONAL FISH AND WILDLIFE FOUNDATION: FIVE STAR & URBAN WATERS RESTORATION GRANT PROGRAM

The Five Star & Urban Waters Restoration Grant Program seeks to develop community capacity to sustain local natural resources for future generations by providing modest financial assistance to diverse local partnerships for wetland, riparian, forest and coastal habitat restoration, urban wildlife conservation, stormwater management as well as outreach, education and stewardship. Projects should focus on water quality, watersheds and the habitats they support. The program focuses on five priorities: on-the-ground restoration, community partnerships, environmental outreach, education, and training, measurable results, and sustainability. Eligible applicants include nonprofit organizations, state government agencies, local governments, municipal governments, tribes, and educational institutions. Projects are required to meet or exceed a 1:1 match to be competitive.

For more information: <http://www.nfwf.org/fivestar/Pages/home.aspx>

STATE FUNDING SOURCES

There are multiple sources for state funding of bicycle and pedestrian transportation projects. However, state transportation funds cannot be used to match federally funded transportation projects, according to a law passed by the North Carolina Legislature.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT) STRATEGIC TRANSPORTATION INVESTMENTS (STI)

The NCDOT's State Transportation Improvement Program is based on the Strategic Transportation Investments Bill, signed into law in 2013. The Strategic Transportation Investments (STI) Initiative includes the Strategic Mobility Formula, a way to fund and prioritize transportation projects.

The Strategic Mobility Formula assigns projects for all modes into one of three categories: 1) Statewide Mobility, 2) Regional Impact, and 3) Division Needs.

All independent bicycle and pedestrian projects are placed in the "Division Needs" category, and are currently ranked based on 50% data (safety, access, demand, connectivity, and cost effectiveness) and 50% local input, with a breakdown as follows:

SAFETY 15%

- » Definition: Projects or improvements where bicycle or pedestrian accommodations are non-existent or inadequate for safety of users
- » How it's measured: Crash history, posted speed limits, and estimated safety benefit
- » Calculation:
 - » Bicycle/pedestrian crashes along the corridor within last five years: 40% weight
 - » Posted speed limits, with higher points for higher limits: 40% weight
 - » Project safety benefit, measured by each specific improvement: 20% weight

ACCESS 10%

- » Definition: Destinations that draw or generate high volumes of bikes/pedestrians
- » How it's measured: Type of and distance to destination

DEMAND 10%

- » Definition: Projects serving large resident or employee user groups
- » How its measured: # of households and employees per square mile within 1.5 mile bicycle or 0.5 mile pedestrian facility + factor for unoccupied housing units (second homes)

CONNECTIVITY 10%

- » Definition: Measure impact of project on reliability and quality of network
- » How it's measured: Creates score per each Strategic Transportation Investments based on degree of bike/ped separation from roadway and connectivity to similar or better project type

COST EFFECTIVENESS 5%

- » Definition: Ratio of calculated user benefit divided by NCDOT project cost
- » How it's measured: Safety + Demand + Access + Connectivity)/Estimated Project Cost to NCDOT

LOCAL INPUT 50%

- » Definition: Input from MPO/RPOs and NCDOT Divisions, which comes in the form points assigned to projects.
- » How it is measured: Base points + points for population size. A given project is more likely to get funded if it is assigned base points from both the MPO/RPO and the Division, making the need for communicating the importance of projects to these groups critical. Further, projects that have a local match will score higher.

ADDITIONAL BICYCLE AND PEDESTRIAN PROJECT REQUIREMENTS:

- » Federal funding typically requires a 20% non-federal match
- » State law prohibits state match for bicycle and pedestrian projects (except for Powell Bill)
- » Limited number of project submittals per MPO/RPO/Division

- » Minimum project cost requirement is \$100,000
- » Bike/Ped projects typically include: bicycle lanes, multi-use path/greenway, paved shoulders, sidewalks, pedestrian signals, SRTS infrastructure projects, and other streetscape/multi-site improvements (such as median refuge, signage, etc.)

These rankings largely determine which projects will be included in NCDOT's State Transportation Improvement Program (STIP). The STIP is a federally mandated transportation planning document that details transportation planning improvements prioritized by the stakeholders for inclusion in NCDOT's Work Program. The STIP is updated every 2 years. The STIP contains funding information for various transportation divisions of NCDOT, including, highways, rail, bicycle and pedestrian, public transportation and aviation. A project does not have to be fully funded to be in the STIP.

For more information on STIP: <https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/default.aspx>

INCIDENTAL PROJECTS

Bicycle and Pedestrian accommodations such as; bike lanes, wide paved shoulders, sidewalks, intersection improvements, bicycle and pedestrian safe bridge design, etc. are frequently included as "incidental" features of larger highway/roadway projects. This is increasingly common with the adoption of NCDOT's "Complete Streets" Policy.

In addition, bicycle safe drainage grates and handicapped accessible sidewalk ramps are now a standard feature of all NCDOT highway construction. Most pedestrian safety accommodations built by NCDOT are included as part of scheduled highway improvement projects funded with a combination of federal and state roadway construction funds, and usually with a local match. On-road bicycle accommodations, if warranted, typically do not require a local match.

“Incidental Projects” are often constructed as part of a larger transportation project, when they are justified by local plans that show these improvements as part of a larger, multi-modal transportation system. Having a local bicycle or pedestrian plan is important, because it allows NCDOT or a locality to identify where bike and pedestrian improvements are needed, and can be included as part of highway or street improvement project. It also helps local government identify what their priorities are and how they might be able to pay for these projects. Under “Complete Streets” local governments may be responsible for a portion of the costs for bicycle and pedestrian projects (for NCDOT projects). The cost share breakdown is based on population size as follows:

- » 100,000 = 50% local match
- » 50,000 - 100,000 = 40% local match
- » 10,000 - 50,000 = 30% local match
- » 10,000 = 20% local match

For more information: <https://connect.ncdot.gov/projects/research/Pages/ProjDetails.aspx?ProjectID=2014-06>

SPOT SAFETY PROGRAM

The Spot Safety Program is a state-funded public safety investment and improvement program that provides highly effective low-cost safety improvements for intersections and sections of North Carolina’s 79,000 miles of state maintained roads in all 100 counties of North Carolina. The Spot Safety Program is used to develop smaller improvement projects to address safety, potential safety, and operational issues. The program is funded with state funds and currently receives approximately \$9 million per state fiscal year. Other monetary sources (such as Small Construction or Contingency funds) can assist in funding Spot Safety projects, however, the maximum allowable contribution of Spot Safety funds per project is \$250,000.

The Spot Safety Program targets hazardous locations for expedited low cost safety improvements such as traffic signals, turn lanes, improved shoulders, intersection upgrades, positive

guidance enhancements (rumble strips, improved channelization, raised pavement markers, long life highly visible pavement markings), improved warning and regulatory signing, roadside safety improvements, school safety improvements, and safety appurtenances (like guardrail and crash attenuators).

A Safety Oversight Committee (SOC) reviews and recommends Spot Safety projects to the Board of Transportation (BOT) for approval and funding. Criteria used by the SOC to select projects for recommendation to the BOT include, but are not limited to, the frequency of correctable crashes, severity of crashes, delay, congestion, number of signal warrants met, effect on pedestrians and schools, division and region priorities, and public interest.

For more information: <https://connect.ncdot.gov/resources/safety/Pages/NC-Highway-Safety-Program-and-Projects.aspx>

HIGHWAY HAZARD ELIMINATION PROGRAM

The Hazard Elimination Program is used to develop larger improvement projects to address safety and potential safety issues. The program is funded with 90 percent federal funds and 10 percent state funds. The cost of Hazard Elimination Program projects typically ranges between \$400,000 and \$1 million. A Safety Oversight Committee (SOC) reviews and recommends Hazard Elimination projects to the Board of Transportation (BOT) for approval and funding. These projects are prioritized for funding according to a safety benefit to cost (B/C) ratio, with the safety benefit being based on crash reduction. Once approved and funded by the BOT, these projects become part of the department’s State Transportation Improvement Program (STIP).

For more information: <https://connect.ncdot.gov/resources/safety/Pages/NC-Highway-Safety-Program-and-Projects.aspx>

GOVERNOR'S HIGHWAY SAFETY PROGRAM

The Governor's Highway Safety Program (GHSP) funds safety improvement projects on state highways throughout North Carolina. All funding is performance-based. Substantial progress in reducing crashes, injuries, and fatalities is required as a condition of continued funding. Permitted safety projects include checking station equipment, traffic safety equipment, and BikeSafe NC equipment. However, funding is not allowed for speed display signs. This funding source is considered to be "seed money" to get programs started. The grantee is expected to provide a portion of the project costs and is expected to continue the program after GHSP funding ends. Applications must include county level crash data. Local governments, including county governments and municipal governments, are eligible to apply.

For more information: <https://www.ncdot.gov/initiatives-policies/safety/ghsp/Pages/default.aspx>

SAFE ROUTES TO SCHOOL (SRTS)

SRTS is managed by NCDOT, but is federally funded; See Federal Funding Sources above for more information.

COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS

Community Development Block Grant (CDBG) funds are available to local municipal or county governments that qualify for community development projects that provide decent housing and suitable living environments and by expanding economic opportunities, principally for persons of low and moderate income. State CDBG funds are provided by the U.S. Department of Housing and Urban Development (HUD) to the state of North Carolina. Some urban counties and cities in North Carolina receive CDBG funding directly from HUD. Each year, CDBG provides funding to local governments for hundreds of critically-needed community improvement projects throughout the state. These community improvement projects are administered by the Division of Community Assistance and

the Commerce Finance Center under eight grant categories. CDBG funds may be used for activities which include, but are not limited to: acquisition of real property, construction of public facilities and improvements, such as streets, neighborhood centers, and conversion of school buildings for eligible purposes, and activities related to energy conservation.

For more information: <https://www.hudexchange.info/programs/cdbg-entitlement/cdbg-entitlement-program-eligibility-requirements/>

THE NORTH CAROLINA DIVISION OF PARKS AND RECREATION - RECREATIONAL TRAILS AND ADOPT-A-TRAIL GRANTS

The Adopt-a-Trail Grant Program (AAT) awards \$108,000 annually to government agencies, nonprofit organizations and private trail groups for trail projects. Funding from the federal Recreational Trails Program (RTP), which is used for renovating or constructing trails and greenways, is allocated to states. The North Carolina Division of Parks and Recreation and the State Trails Program manages these funds with a goal of helping citizens, organizations and agencies plan, develop and manage all types of trails ranging from greenways and trails for hiking, biking, and horseback riding to river trails and off-highway vehicle trails. Grants are available to governmental agencies and nonprofit organizations. The maximum grant amount is \$100,000 and requires a 25% match of RTP funds received. Permissible uses include:

- » New trail or greenway construction
- » Trail or greenway renovation
- » Approved trail or greenway facilities
- » Trail head/ trail markers
- » Purchase of tools to construct and/or renovate trails/greenways
- » Land acquisition for trail purposes
- » Planning, legal, environmental, and permitting costs - up to 10% of grant amount
- » Combination of the above

For more information: <http://www.ncparks.gov/more-about-us/grants/trail-grants/recreational-trails-program>

NC PARKS AND RECREATION TRUST FUND (PARTF)

The Parks and Recreation Trust Fund (PARTF) provides dollar-for-dollar matching grants to local governments for parks and recreational projects to serve the general public. Counties, incorporated municipalities, and public authorities, as defined by G.S. 159-7, are eligible applicants. A local government can request a maximum of \$500,000 with each application. An applicant must match the grant dollar-for-dollar, 50 percent of the total cost of the project, and may contribute more than 50 percent. The appraised value of land to be donated to the applicant can be used as part of the match. The value of in-kind services, such as volunteer work, cannot be used as part of the match. Property acquired with PARTF funds must be dedicated for public recreational use.

For more information: <http://www.ncparks.gov/more-about-us/parks-recreation-trust-fund/eligibility>

CLEAN WATER MANAGEMENT TRUST FUND

The Clean Water Management Trust Fund (CWMTF) is available to any state agency, local government, or non-profit organization whose primary purpose is the conservation, preservation, and restoration of North Carolina's environmental and natural resources. Grant assistance is provided to conservation projects that:

- » enhance or restore degraded waters;
- » protect unpolluted waters, and/or
- » contribute toward a network of riparian buffers and greenways for environmental, educational, and recreational benefits;
- » provide buffers around military bases to protect the military mission;
- » acquire land that represents the ecological diversity of North Carolina; and
- » acquire land that contributes to the development of a balanced State program of historic properties.

For more information: <http://www.cwmtf.net/#appmain.htm>

DUKE ENERGY WATER RESOURCES FUND

Duke Energy is investing \$10 million in a fund for projects that benefit waterways in the Carolinas. The fund supports science-based, research-supported projects and programs that provide direct benefit to at least one of the following focus areas:

- » Improve water quality, quantity and conservation;
- » Enhance fish and wildlife habitats;
- » Expand public use and access to waterways; and
- » Increase citizens' awareness about their roles in protecting these resources.

Applications are open to nonprofit organizations and local government agencies. Funding decisions are made twice a year. Local and regional government agencies could consider this resource for proposed greenways across the region.

For more information: <http://www.nccommunityfoundation.org/page/other-grant-opportunities/duke-energy-water-resource-fund-grants/applying-to-the-duke-energy-water-resources-fund>

URBAN AND COMMUNITY FORESTRY GRANT

The North Carolina Division of Forest Resources Urban and Community Forestry grant can provide funding for a variety of projects that will help plan and establish street trees as well as trees for urban open space. The goal is to improve public understanding of the benefits of preserving existing tree cover in communities and assist local governments with projects which will lead to more effective and efficient management of urban and community forests. Grant requests should range between \$1,000 and \$15,000 and must be matched equally with non-federal funds. Grant funds may be awarded to any unit of local or state government, public educational institutions, approved non-profit 501(c)(3) organizations, and other tax-exempt organizations. First time municipal applicant and municipalities seeking Tree City USA status are given priority for funding. Grant applications are due by March 31st of each year and recipients are notified by mid-July.

For more about Tree City USA status, visit: http://ncforestservice.gov/Urban/urban_grant_overview.htm

LOCAL GOVERNMENT FUNDING SOURCES

Municipalities often plan for the funding of pedestrian and bicycle facilities or improvements through development of Capital Improvement Projects (CIP) or occasionally, through their annual Operating Budgets. In Raleigh, for example, the greenway system has been developed over many years through an annual dedicated source of funding that has ranged from \$100,000 to \$500,000 and administered through the Recreation and Parks Department. CIPs should include all types of capital improvements (water, sewer, buildings, streets, etc.) versus programs for single purposes. This allows municipal decision-makers to balance all capital needs. Typical capital funding mechanisms include the capital reserve fund, capital protection ordinances, municipal service district, tax increment financing, taxes, fees, and bonds. Each category is described below. A variety of possible funding options available to North Carolina jurisdictions for implementing pedestrian and bicycle projects are also described below. However, many will require specific local action as a means of establishing a program if it's not already in place.

POWELL BILL FUNDS

Annually, State street-aid (Powell Bill) allocations are made to incorporated municipalities which establish their eligibility and qualify as outlined by G.S. 136-41.1 through 136-41.4. Powell Bill funds shall be expended only for the purposes of maintaining, repairing, constructing, reconstructing or widening of local streets that are the responsibility of the municipalities. It may also be used for planning, construction, and maintenance of bikeways or sidewalks within municipal limits or within the area of a metropolitan planning organization or rural planning organization. Beginning July 1, 2015, under the Strategic Transportation Investments initiative, Powell Bill funds may no longer be used to provide a match for federal transportation funds such as Transportation Alternatives. Certified Statement, street listing, add/delete sheet and certified map from all municipalities

are due between July 1st and July 21st of each year. Additional documentation is due shortly afterwards.

For more information: <https://connect.ncdot.gov/municipalities/State-Street-Aid/Pages/default.aspx>

CAPITAL RESERVE FUND

Municipalities have statutory authority to create capital reserve funds for any capital purpose, including pedestrian facilities. The reserve fund must be created through ordinance or resolution that states the purpose of the fund, the duration of the fund, the approximate amount of the fund, and the source of revenue for the fund. Sources of revenue can include general fund allocations, fund balance allocations, grants, and donations for the specified use.

CAPITAL PROJECT ORDINANCES

Municipalities can pass Capital Project Ordinances that are project specific. The ordinance identifies and makes appropriations for the project.

LOCAL IMPROVEMENT DISTRICT (LID)

Local Improvement Districts (LIDs) are most often used by cities to construct localized projects such as streets, sidewalks, or bikeways. Through the LID process, the costs of local improvements are generally spread out among a group of property owners within a specified area. The cost can be allocated based on property frontage or other methods such as traffic trip generation.

MUNICIPAL SERVICE DISTRICT

Municipalities have statutory authority to establish municipal service districts, to levy a property tax in the district additional to the town-wide property tax, and to use the proceeds to provide services in the district. Downtown revitalization projects are one of the eligible uses of service districts, and can include projects such as street, sidewalk, or bikeway improvements within the downtown taxing district.

TAX INCREMENT FINANCING

Project Development Financing bonds, also known as Tax Increment Financing (TIF) is a relatively new tool in North Carolina, allowing localities to use future gains in taxes to finance the current improvements that will create those gains. When a public project (e.g., sidewalk improvements) is constructed, surrounding property values generally increase and encourage surrounding development or redevelopment. The increased tax revenues are then dedicated to finance the debt created by the original public improvement project. Streets, streetscapes, and sidewalk improvements are specifically authorized for TIF funding in North Carolina. Tax Increment Financing typically occurs within designated development financing districts that meet certain economic criteria that are approved by a local governing body. TIF funds are generally spent inside the boundaries of the TIF district, but they can also be spent outside the district if necessary to encourage development within it. Although larger cities use this type of financing more often, Woodfin, NC is an example of a small town that has used this type of financing.

MUNICIPAL VEHICLE TAX

NCGS 20-97 allows municipalities to establish a vehicle fee/tax and a percentage of funding can be used for maintaining, repairing, constructing, reconstructing, widening, or improving public streets in the city or town that do not form a part of the State highway system.

OTHER LOCAL FUNDING OPTIONS

- » Bonds/Loans
- » Taxes
- » Impact fees
- » Exactions
- » Installment purchase financing
- » In-lieu-of fees
- » Partnerships

PRIVATE AND NONPROFIT FUNDING SOURCES

Many communities have solicited greenway funding assistance from private foundations and other conservation-minded benefactors. Below are examples of private funding opportunities.

FUNDING FOR TRAIL DEVELOPMENT

RAILS-TO-TRAILS CONSERVANCY

RTC launched a new grant program in 2015 to support organizations and local governments that are implementing projects to build and improve rail-trails. Under the Doppelt Family Trail Development Fund, RTC will award a total of \$85,000 per year through a competitive process, which is then distributed among several qualifying projects. Eligible applicants include nonprofit organizations and state, regional, and local government agencies. Two types of grants are available - community support grants and project transformation grants. Around three to four community support grants are awarded each year, ranging from \$5,000-\$10,000 each. Community Support Grants support nonprofit organizations or "Friends of the Trail" groups that need funding to get trail development or trail improvement efforts off the ground. Each year, 1-2 Project Transformation Grants are awarded that range from \$15,000-\$50,000. The intention of these grants is to enable an organization to complete a significant trail development or improvement project. For both types of grants, applications for projects on rail-trails and rails-with-trails are given preference, but rail-trail designation is not a requirement. The trail must serve multiple user types, such as bicycling, walking, and hiking, and must be considered a trail, greenway, or shared-use path.

For more information: <http://www.railstotrails.org/our-work/doppelt-family-trail-development-fund/>

NATIONAL TRAILS FUND

American Hiking Society created the National Trails Fund in 1998, which is the only privately supported national grants program that provides funding to grassroots organizations working toward establishing, protecting, and maintaining foot trails in America. National Trails Fund grants help give local organizations the resources they need to secure access, volunteers, tools and materials to protect America's cherished public trails. To date, American Hiking has granted more than \$588,000 to 192 different trail projects across the U.S. for land acquisition, constituency building campaigns, and traditional trail work projects. Awards range from \$500 to \$3,000 per project. Only 501(c)3 nonprofit organizations are eligible to apply. Applicants must be current members of American Hiking Society's Alliance of Hiking Organizations. Except for land acquisition projects, funded projects must be completed in a year. Multi-year projects may be considered if they are exceptional cases. Projects the American Hiking Society will consider include:

- » Securing trail lands, including acquisition of trails and trail corridors, and the costs associated with acquiring conservation easements.
- » Building and maintaining trails which will result in visible and substantial ease of access, improved hiker safety, and/or avoidance of environmental damage.
- » Constituency building surrounding specific trail projects - including volunteer recruitment and support.

For more information: <https://americanhiking.org/national-trails-fund/>

AMERICAN GREENWAYS EASTMAN KODAK AWARDS

The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$500 to \$2,500) to stimulate the planning, design, and development of greenways. These grants can be used

for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, planning bike paths, and building trails. Grants are primarily awarded to local, regional, or state-wide nonprofit organizations. Public agencies may apply but preference is given to community organizations. Grants are awarded based on the importance of the project to local greenway development efforts, demonstrated community support, extent to which the grant will result in matching funds, likelihood of tangible results, and the capacity of the organization to complete the project. Applications can be submitted from March 1st through June 1st of each calendar year.

For more information: <http://www.rlch.org/funding/kodak-american-greenways-grants>

FUNDING FOR CONSERVATION EFFORTS

NATIONAL FISH AND WILDLIFE FOUNDATION (NFWF)

The National Fish and Wildlife Foundation (NFWF) is a private, nonprofit, tax-exempt organization chartered by Congress in 1984. The National Fish and Wildlife Foundation sustains, restores, and enhances the Nation's fish, wildlife, plants, and habitats. Through leadership conservation investments with public and private partners, the Foundation is dedicated to achieving maximum conservation impact by developing and applying best practices and innovative methods for measurable outcomes.

The Foundation provides grants through more than 70 diverse conservation grant programs. One of the most relevant programs for bicycle and pedestrian projects is Acres for America. Funding priorities include conservation of bird, fish, plants and wildlife habitats, providing access for people to enjoy outdoors, and connecting existing protected lands. Federal, state, and local government agencies, educational institutions, Native American tribes, and nonprofit organizations may apply twice annually

for matching grants. Due to the competitive nature of grant funding for Acres for America, all awarded grants require a minimum 1:1 match.

For more information: <http://www.nfwf.org/whatwedo/grants/Pages/home.aspx>

THE TRUST FOR PUBLIC LAND

Land conservation is central to the mission of the Trust for Public Land (TPL). Founded in 1972, the TPL is the only national non-profit working exclusively to protect land for human enjoyment and well-being. TPL helps acquire land and transfer it to public agencies, land trusts, or other groups that intend to conserve land for recreation and spiritual nourishment and to improve the health and quality of life of American communities.

For more information: <http://www.tpl.org>

LAND FOR TOMORROW CAMPAIGN

Land for Tomorrow is a diverse partnership of businesses, conservationists, farmers, environmental groups, health professionals, and community groups committed to securing support from the public and General Assembly for protecting land, water, and historic places. The campaign was successful in 2013 in asking the North Carolina General Assembly to continue to support conservation efforts in the state. The state budget bill includes about \$50 million in funds for key conservation efforts in North Carolina. Land for Tomorrow works to enable North Carolina to reach a goal of ensuring that working farms and forests, sanctuaries for wildlife, land bordering streams, parks, and greenways, land that helps strengthen communities and promotes job growth, and historic downtowns and neighborhoods will be there to enhance the quality of life for generations to come.

For more information: <http://www.land4tomorrow.org/>

THE CONSERVATION ALLIANCE

The Conservation Alliance is a nonprofit organization of outdoor businesses whose collective annual membership dues support grassroots citizen-action groups and their efforts to

protect wild and natural areas. Grants are typically about \$35,000 each. Since its inception in 1989, The Conservation Alliance has contributed \$4,775,059 to environmental groups across the nation, saving over 34 million acres of wild lands.

The Conservation Alliance Funding Criteria:

- » The Project should be focused primarily on direct citizen action to protect and enhance our natural resources for recreation.
- » The Alliance does not look for mainstream education or scientific research projects, but rather for active campaigns.
- » All projects should be quantifiable, with specific goals, objectives, and action plans and should include a measure for evaluating success.
- » The project should have a good chance for closure or significant measurable results over a fairly short term (within four years).

For more information: <http://www.conservationalliance.com/grants/?yearly=2017>

FUNDING FOR HEALTH AND ENVIRONMENTAL INITIATIVES

BLUE CROSS BLUE SHIELD OF NORTH CAROLINA FOUNDATION (BCBS)

Blue Cross Blue Shield (BCBS) focuses on programs that use an outcome-based approach to improve the health and well-being of residents. The Healthy Places grant concentrates on increased physical activity and active play through support of improved built environments such as sidewalks and safe places to bike. Nonprofit organizations and government entities are eligible to apply. Eligible grant applicants must be located in North Carolina, be able to provide recent tax forms, and depending on the size of the non-profit, provide an audit. BCBS does not have a traditional grant cycle and announces grant opportunities on a periodic basis. Grants can range from small-dollar equipment grants to large, multi-year partnerships.

For more information: <http://www.bcbsncfoundation.org/faqs>

DUKE ENERGY FOUNDATION

Funded by Duke Energy shareholders, this foundation makes charitable grants to nonprofit organizations and government agencies. Grant applicants must serve communities that are also served by Duke Energy. The grant program has several investment priorities, one of which is environment, and this is the most applicable to bicycle and pedestrian projects. Duke Energy supports initiatives that help protect and restore wildlife and natural resources, with a special focus on water and air. The application period is typically from July 1st to August 31st.

For more information: <https://www.duke-energy.com/community/duke-energy-foundation>

FUNDING FOR COMMUNITY DEVELOPMENT INITIATIVES

NORTH CAROLINA COMMUNITY FOUNDATION

The North Carolina Community Foundation, established in 1988, is a statewide foundation seeking gifts from individuals, corporations, and other foundations to build endowments and ensure financial security for non-profit organizations and institutions throughout the state. Based in Raleigh, the foundation also manages a number of community affiliates throughout North Carolina, that make grants in the areas of human services, education, health, arts, religion, civic affairs, and the conservation and preservation of historical, cultural, and environmental resources. The foundation also manages various scholarship programs statewide. Nonprofit organizations and local government units, such as public schools, are eligible to apply. The foundation will only give consideration to applicants that serve counties within its affiliate network.

For more information: <http://www.nccommunityfoundation.org/grants-scholarships>

Z. SMITH REYNOLDS FOUNDATION

This Winston-Salem-based foundation has been assisting environmental projects in North Carolina for many years. Grant recipients include nonprofit organizations, colleges and universities, religious entities, and government agencies that have projects or programs that serve North Carolinians. The Foundation focuses its grant making on five focus areas: Community Economic Development; Environment; Public Education; Social Justice and Equity; and Strengthening Democracy. The “environment” focus area is the most applicable for bicycle and pedestrian projects. This focus area seeks to protect and restore ecosystems in the state’s mountains and coastal areas. The Z. Smith Reynolds Foundation is committed to accommodating the increasing growth demands in the state in environmentally sustainable ways, including through enhanced transportation options. Deadline to apply is typically in August.

For more information: <http://www.zsr.org/grants-programs>

BANK OF AMERICA CHARITABLE FOUNDATION

The Bank of America Charitable Foundation is one of the largest in the nation. Its grantmaking activities are focused on 3 focus areas: workforce development and education, community development, and basic needs. The area of focus most relevant to increased recreational opportunities and trails is community development, which provides funding for projects that foster green communities and for transit oriented development projects. Only nonprofit organizations are eligible to apply for funding.

For more information: www.bankofamerica.com/foundation

LOCAL TRAIL SPONSORS

A sponsorship program for trail amenities allows smaller donations to be received from both individuals and businesses. Cash donations could be placed into a trust fund to be accessed for certain construction or acquisition projects associated with the greenways and open space system. Some recognition of the donors is appropriate and can be accomplished through the placement of a plaque, the naming of a trail segment, and/or special recognition at an opening ceremony. Types of gifts other than cash could include donations of services, equipment, labor, or reduced costs for supplies.

CORPORATE DONATIONS

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented.

PRIVATE INDIVIDUAL DONATIONS

Private individual donations can come in the form of liquid investments (i.e. cash, stock, bonds) or land. Municipalities typically create funds to facilitate and simplify a transaction from an individual's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented.

FUNDRAISING/CAMPAIGN DRIVES

Organizations and individuals can participate in a fundraiser or a campaign drive. It is essential to market the purpose of a fundraiser to rally support and financial backing. Often times fundraising satisfies the need for public awareness, public education, and financial support.

VOLUNTEER WORK

It is expected that many citizens will be excited about the development of a greenway corridor.

Individual volunteers from the community can be brought together with groups of volunteers from church groups, civic groups, scout troops and environmental groups to work on greenway development on special community workdays. Volunteers can also be used for fund-raising, maintenance, and programming needs.

INNOVATIVE FUNDING OPTIONS

Crowdsourcing "is the process of obtaining needed services, ideas, or content by soliciting contributions from a large group of people, and especially from an online community, rather than from traditional employees or suppliers."

For some success stories and ideas for innovative fundraising techniques: <https://www.americantrails.org/resources/trail-planning>



TOWN of BRIDGETON, NC BICYCLE & PEDESTRIAN PLAN

Prepared for the New Bern Area Metropolitan Planning Organization (MPO) and the Town of Bridgeton, North Carolina

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