



# NC MOVES 2050

CONNECTING YOUR COMMUNITY,  
YOUR VOICE AND YOUR FUTURE.

STATE OF THE SYSTEM

## Pedestrian & Bicycle



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

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



↓ **5%**

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

### Why are walking and bicycling important in North Carolina?

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

**6.3%**

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



**31.8%**

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



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

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

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

## Evaluating the Economic Impacts of Shared Use Paths in North Carolina

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

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

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

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

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

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



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

### Key Challenges

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

\* Source: [Go.ncsu.edu/sharedusepaths](http://Go.ncsu.edu/sharedusepaths)

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## PEDESTRIAN & BICYCLE: Safety

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



**176**

Pedestrians



**22**

Bicyclists

Sources: [http://www.pedbikeinfo.org/pbcat\\_nc/pdf/summary\\_bike\\_facts11-15.pdf](http://www.pedbikeinfo.org/pbcat_nc/pdf/summary_bike_facts11-15.pdf) and [http://www.pedbikeinfo.org/pbcat\\_nc/pdf/summary\\_ped\\_facts11-15.pdf](http://www.pedbikeinfo.org/pbcat_nc/pdf/summary_ped_facts11-15.pdf)



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