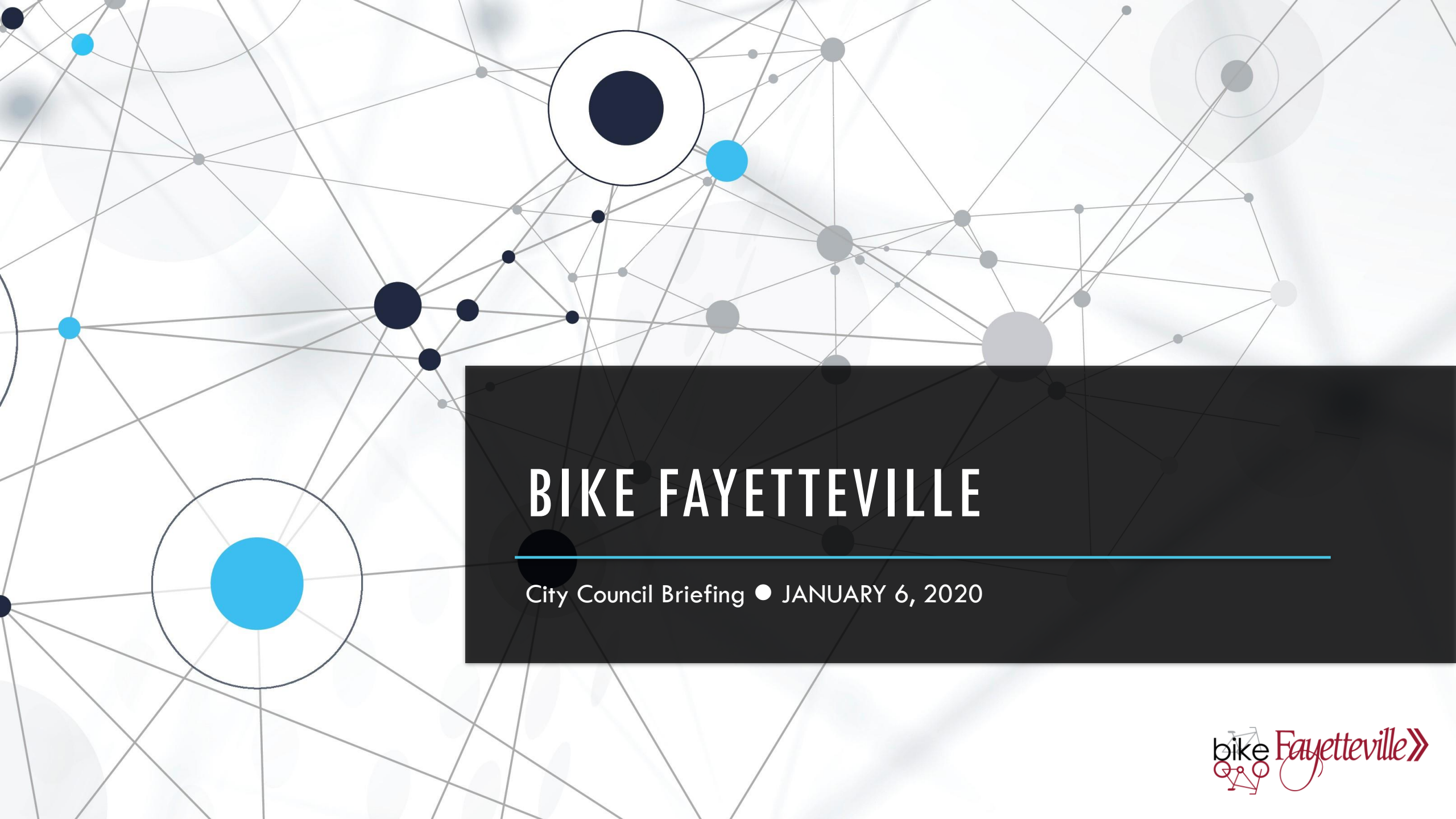




BIKE FAYETTEVILLE

City Council Briefing • JANUARY 6, 2020

PURPOSE

Who

What

How

Remaining
Schedule

GOAL

Fayetteville will be known – by ourselves and others – as a bike-accessible, bicycle-safe, and bicycle-friendly city by 2030.

WHO HAS BEEN INVOLVED?

Steering Committee members

City Council + City Dept. Staff + MPO

NCDOT Integrated Mobility Division
(Division of Bicycle & Pedestrian Trans.)

Local & Regional partners

- Cumberland County Departments
- Fayetteville State University
- Local bike shops

Public outreach attendees (150+)

Survey participants (285)



WHY IS THIS IMPORTANT?

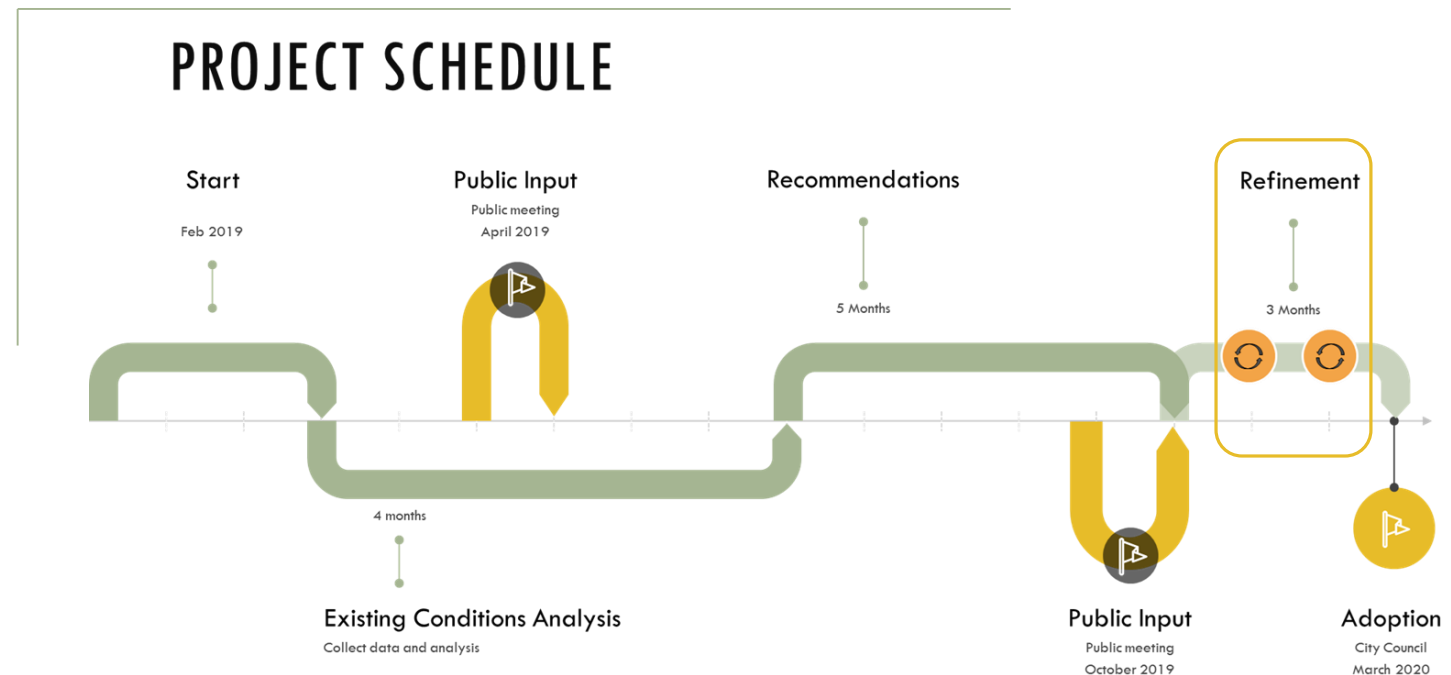
Bicycle Plan is minimum requirement for NCDOT funding (TIP w/bicycle improvements)

Coordinate long-range transportation needs for local/MPO/Regional/State

- CTP / MTP / TIP planning

Plan in place for

- maintenance/resurfacing projects
- capital improvement projects
- private development site plans



WHAT HAVE WE ACCOMPLISHED?

Documented the purpose, need, and benefits

Assembled existing conditions

Engaged the public online (www.bikingfayetteville.com) and in-person

Developed bicycle network plan

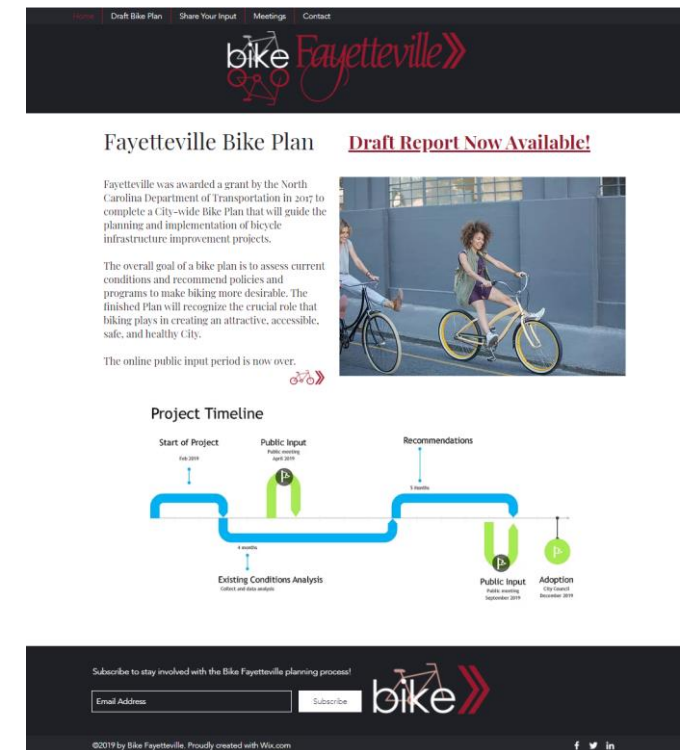
Recommendations from stakeholders & public

- Facility improvements
- Policy improvements

Developed 10 Conceptual Design “Hot Spots”

Five Year Implementation Strategy

- Defined Roles and Funding



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HOW THIS PROCESS WORKED — ENGAGEMENT

March - Oct 2019

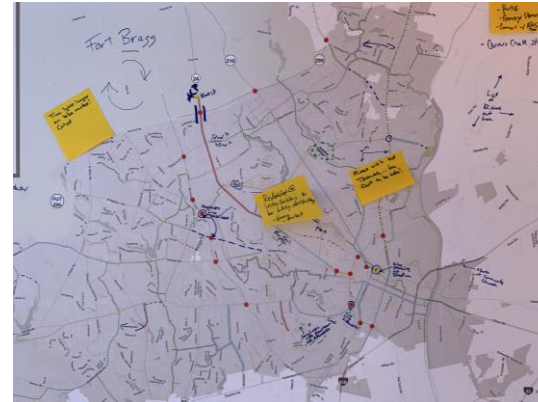
ENGAGEMENT — TWO ROUNDS

March/April Outreach

- Public Event
- Interviews with stakeholders
- Online survey #1 through website

October Outreach

- Sat Sep 28th International Folk Festival
- Tue Oct 8th Cliffdale Rec Center
- Tue Oct 15th Smith Lake Rec Center
- Online survey #2 through website



ENGAGEMENT — WE HEARD...

- Support for City funds to be spent on
 - bicycle infrastructure (84%)
 - programs (64%)
- Preference for **Bike Lanes/Greenways/Separated Bike Lanes** over others
- Driver behaviors that present a safety concern:
 - Distracted driver(s) 84%
 - Failure to yield to bicyclist 75%
 - Reckless driving by vehicle 68%

“Extend the Shared Lane recommendation along S McPherson Church Road further south to US 401”

“Bikeshare needed, especially at Methodist University, with electric-assist bikes”

“Lighting improvements for safety (CPTED)”

“Maintenance program to clear debris from Cape Fear River Trail”

“Add Bike Repair Stations along the Cape Fear River Trail”

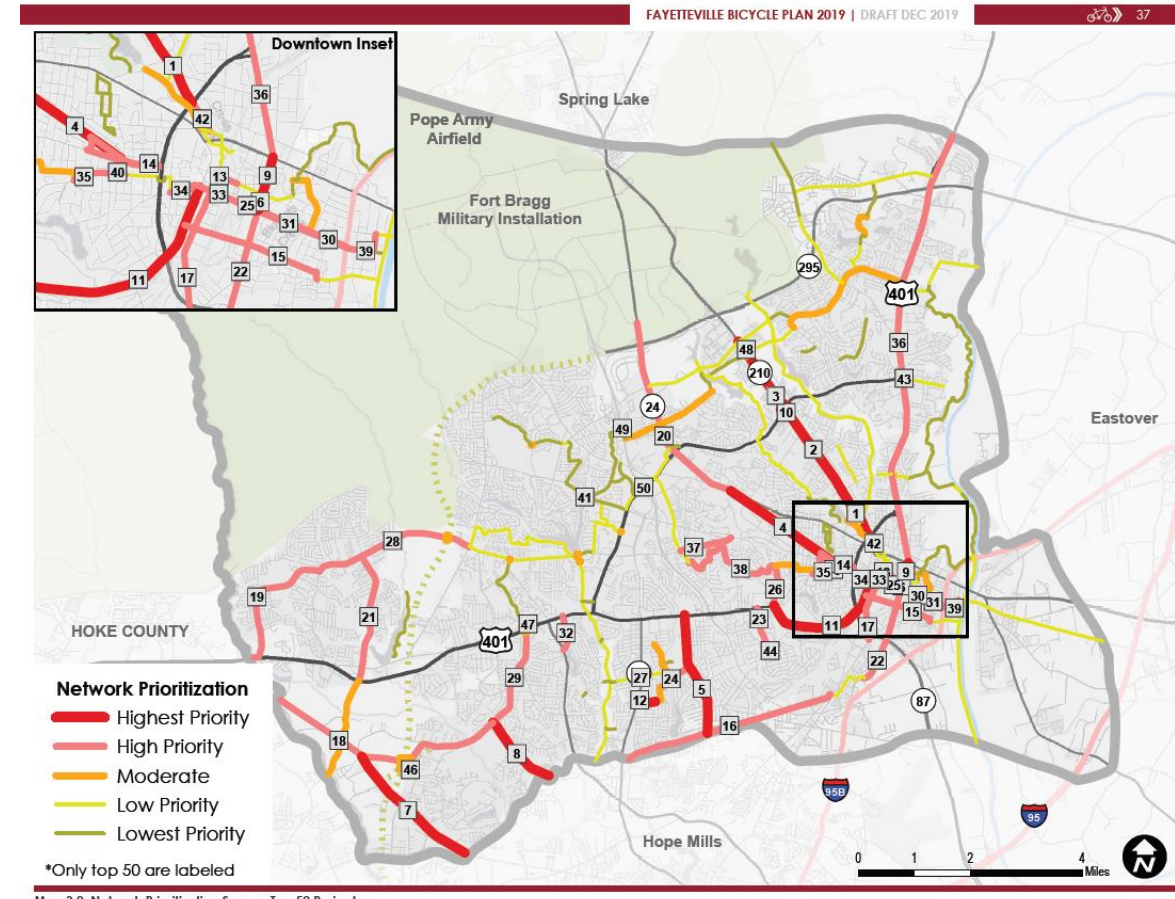
ENGAGEMENT — HELPED PRIORITIZE PROJECTS

How important are these criteria to you?

- Safety 24%
- Separation 23%
- Connectivity 19%
- Maintenance 18%
- Destinations 16%

TABLE 3.2: TOP 50 PRIORITIZED PROJECTS

Priority Rank	Road Name	From	To	Type	Length (mi)	Prioritization Factors					Priority Score
						Dest.	Safety	Sep.	Maint.	Conn.	
1	NC 210 (Murchison Rd)	Langdon St	US 401 (Martin Luther King Jr Fwy)	Separated Bike Lane	0.6	13.0	16.9	18.5	17.8	18.8	84.9
2	NC 210 (Murchison Rd)	US 401 (Pamalee Dr)	Langdon St	Separated Bike Lane	1.9	16.2	16.9	18.5	17.8	9.4	78.8
3	NC 210 (Murchison Rd)	Shaw Rd	Country Club Dr	Separated Bike Lane	1.6	9.7	16.9	18.5	17.8	9.4	72.3
4	Fort Bragg Rd	Bragg Blvd Off Ramp	Broadfoot Ave	Separated Bike Lane	2.8	16.2	16.9	18.5	17.8	1.9	71.2
5	Ireland Dr	Cumberland Rd	US 401 (Raeford Rd)	Buffered Bike Lane	2.1	13.0	16.9	18.5	17.8	1.9	68.0
6	Gillespie St	E Russell St	Hay St	Separated Bike Lane	0.4	9.7	7.2	23.1	17.8	9.4	67.3
7	Stoney Point Rd	Strickland Bridge Rd	Lakewood Rd	Separated Bike Lane	2.6	6.5	7.2	18.5	17.8	15.0	65.0
8	Fisher Rd	Strickland Bridge Rd	Adams Lake Dr	Separated Bike Lane	1.1	6.5	7.2	18.5	17.8	15.0	65.0
9	Green St	Hay St	NC 24 (Rowan St)	Separated Bike Lane	0.3	6.5	7.2	23.1	17.8	9.4	64.0
10	NC 210 (Murchison Rd)	US 401 (Pamalee Dr)	US 401 (Country Club Dr)	Redesign Opportunity	0.5	9.7	24.1	2.3	17.8	9.4	63.3
11	US 401 (Robeson St)	US 401 (Raeford Rd)	W Russell St	Separated Bike Lane	2.4	16.2	7.2	18.5	17.8	1.9	61.6
12	Ashton Rd	NC 59 (Hope Mills Rd)	Inverness Dr	Buffered Bike Lane	0.1	6.5	16.9	18.5	17.8	1.9	61.5
13	Hay St	Winslow St	Ray Ave	Separated Bike Lane	0.8	6.5	2.4	23.1	17.8	9.4	59.2
14	Hay St	Fort Bragg Rd	Morganton-Ft Bragg Gateway	Redesign Opportunity	1.7	13.0	24.1	2.3	17.8	1.9	59.1
15	Campbell Ave	Robeson St	Campbell Terrace Rd	Redesign Opportunity	1.7	13.0	24.1	2.3	17.8	1.9	59.1
16	Cumberland Rd	Study Area Boundary	Eugene St	Separated Bike Lane	3.0	9.7	7.2	18.5	17.8	5.6	58.9
17	Winslow St	Southern Ave	Russell St	Buffered Bike Lane	1.3	13.0	7.2	18.5	17.8	1.9	58.4
18	Stoney Point Rd	Sykes Pond Rd	Fisher Rd	Separated Bike Lane	4.1	6.5	7.2	18.5	17.8	5.6	55.6
19	Hoke Loop Rd	US 401 (Raeford Rd)	Cliffdale Rd	Separated Bike Lane	2.2	6.5	7.2	18.5	17.8	5.6	55.6
20	NC 24 (Bragg Blvd)	Federal Route 907	Fort Bragg Rd	Sidepath	3.8	9.7	7.2	18.5	17.8	1.9	55.1
21	Rim Rd	US 401 (Raeford Rd)	Cliffdale Rd	Separated Bike Lane	2.5	9.7	7.2	18.5	17.8	1.9	55.1
22	Gillespie St	Reeves St	Russell St	Separated Bike Lane	1.8	9.7	7.2	18.5	17.8	1.9	55.1
23	Purdue Dr	Village Dr	US 401 (Raeford Rd)	Two-way Separated Bikeway	0.9	9.7	7.2	18.5	17.8	1.9	55.1
24	Conventry Dr	Camelot Dr	Ireland Dr	Buffered Bike Lane	0.6	9.7	7.2	18.5	17.8	1.9	55.1
25	W Russell St One-way	W Russell St Bidirectional	Gillespie St	Separated Bike Lane	0.2	9.7	7.2	18.5	17.8	1.9	55.1

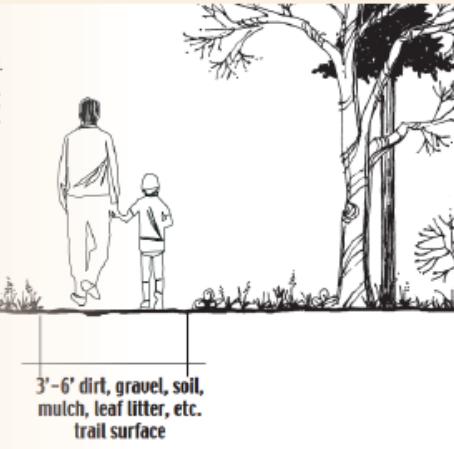


DESIGN GUIDANCE

Included in Chapter 3

A Green Way

If traffic volumes, design widths, and other considerations make an on-road bicycle facility impractical or unsafe, then an off-road facility is advised. Greenways may be paved or unpaved ("soft trails") and are often located along streams or public utility easements. The full design considerations of greenways are well beyond the scope of this document, but an excellent source is (still) the Flink and Seams' Greenways: A Guide to Planning, Design and Development.

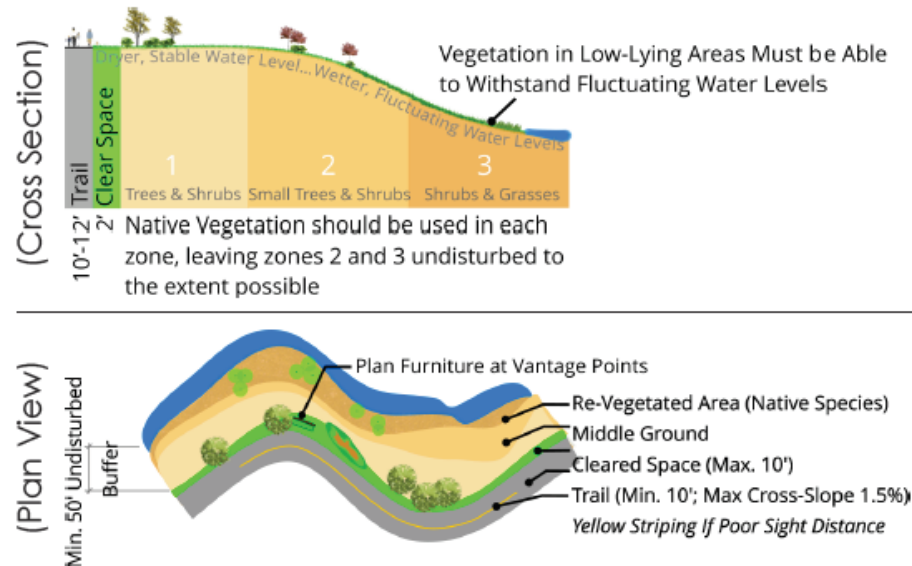
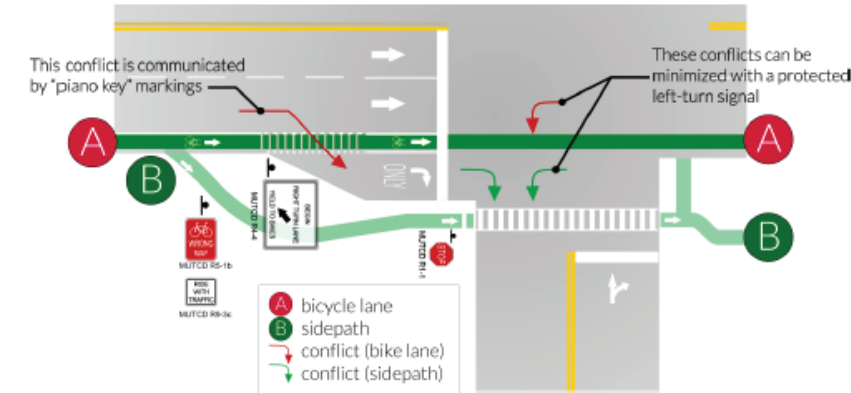


"Soft" Trail

Source: Wake County Trail Design Guide, 2006.

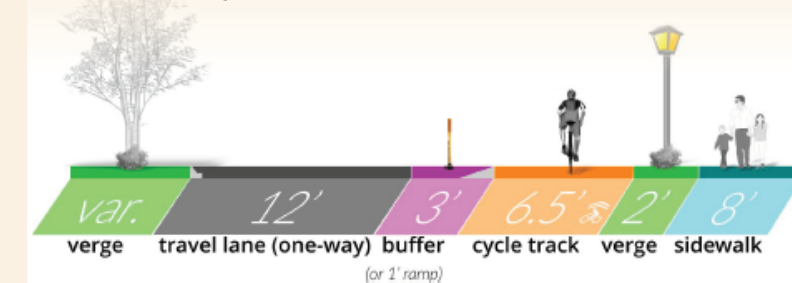
Bike Lane Conflicts / Treatments at Intersections

Signage and pavement markings generally accomplish the task of increasing awareness of potentially crossing bicyclists, but limiting dual turning lanes and free-flow "slip" turn lanes is critical.



One-Way Cycle Tracks

Bikeways that are vertically separated from the motor travelway are often called cycle tracks. The grade is usually in alignment with the adjacent sidewalk. Access can be from a mountable ramp; parallel parking needs a (3' minimum) buffer to establish a clear zone from parked cars and doors.



Source: NACTO Urban Bikeway Design Guide, Design Guidance for Raised Cycle Tracks. (<https://nacto.org>)

POLICY

Included in Chapter 4



EDUCATION

Many people remember being pushed down the driveway as the only bicycle education they received from a parent. Bicycle training clinics (for adults and children) and North Carolina's *Watch for Me NC* and *Let's Go NC* programs can provide ongoing training and support.



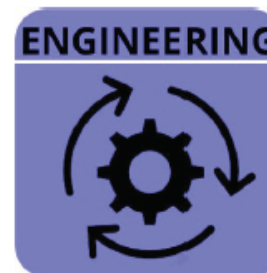
ENCOURAGEMENT

To overcome the estimated 60% of people that are "interested but concerned" about bicycling, Fayetteville should take the lead on providing a clear bicycle facilities map, continuing to sponsor better block events, and promoting bike to school (and work) days.



EQUITY

Fayetteville has a rich resource in The Bicycle Man non-profit that provides new and repaired bikes to kids that can't afford them - they can be a great community partner for the City. The proposed projects in this plan consider car ownership and income as priority factors.



ENGINEERING

Safety is always a factor in road improvements, but a Vision Zero policy puts safety in first place. Additionally, the City can adopt a Complete Streets policy and procedure that will help prioritize all modes of transportation in the planning and design processes.



ENFORCEMENT

Law enforcement isn't about writing tickets: stop-and-inform practices, coupled with printed information cards work well with drivers that aren't paying attention to the road. The Watch for Me NC program also sponsors officer training events that are beneficial.



EVALUATION

Gathering and reporting information on bicycle crashes and volumes is critical to understanding performance. Hiring a dedicated bicycle/pedestrian staff position would help immensely, and be in keeping with what other cities of Fayetteville's size are already doing.

FIGURE 4.2: POLICY CATEGORIES

HOT SPOTS

Included in Chapter 5

Skibo Road

from Cliffdale Road to Lake Valley Drive



Length: 1.1 miles

Heavy traffic volume, high speeds, and as many as 8-lanes of traffic make this a challenging corridor to cross on bike.

Design Considerations:

- ☐ 50,000 vehicles per day near Cross Creek Mall
- ☐ Three bicycle crashes (2007-16) along the corridor
- ☐ Constrained bridge over All American Freeway
- ☐ Unconstrained parallel railroad could be utilized
- ☐ Four FAST bus stop locations along the corridor
- ☐ Sidewalk gaps along the corridor
- ☐ Connect with proposed sidepath on Morganton Rd
- ☐ Improve Shared Lane Marking (SLM) crossing at Campground Road intersection

Connect with:

- ☐ Proposed McFayden Lake greenway (west)

Treatment Recommendations:

- ☐ Sidepath along Skibo Road (west) – former railroad corridor (potential rail-trail)
- ☐ Intersection improvements (six)

Planning Level Unit Costs

- ☐ \$20,000 per Intersection Treatment
- ☐ \$50,000 Signage along Skibo Road
- ☐ \$700,000 per mile-Sidepath/Shared Use Path (SUP)

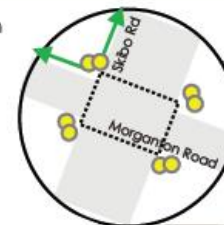


*Google Maps used for streetview photos



Proposed

Typical Intersection Treatment:



Proposed Cross Section

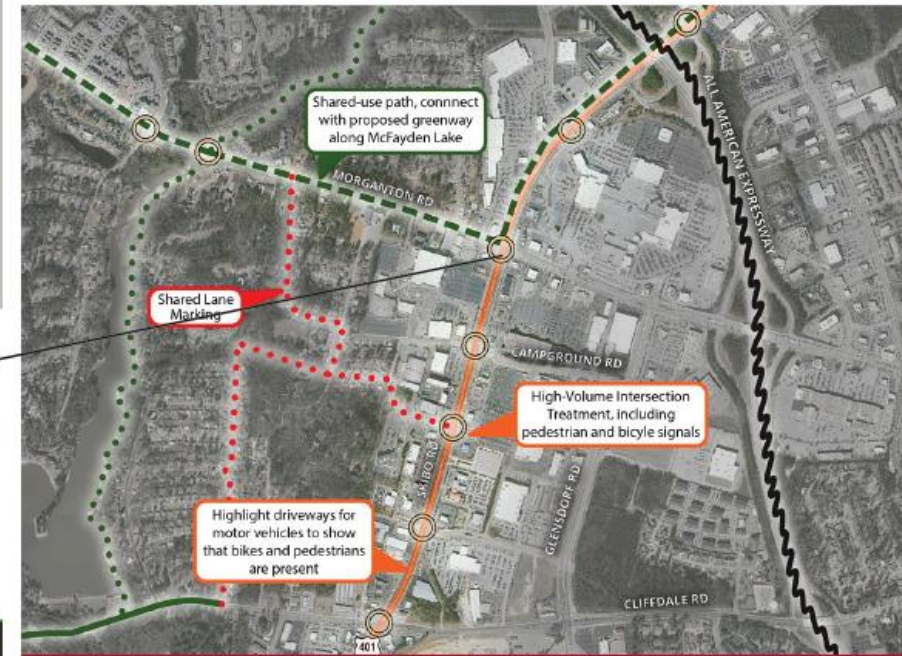


FIGURE 5.1: SKIBO ROAD HOT SPOT

Important intersection crossing

Report Hot Spot

IMPLEMENTATION STRATEGY

Included in Chapter 5

TABLE 5.1: PLAN IMPLEMENTATION TABLE

Strategy	Contributing Stakeholders	Lead Agency	Time Frame	Duration	Related Sections
POLICY					
Adopt this plan	City Council	City	Immediate	Once	--
Engage the Bicycle and Pedestrian Advisory Committee (BPAC)	City/MPO Staff; BPAC	City	Immediate	Ongoing	Chapter 4 - Evaluation EVA 1
Expand City Policies for Vision Zero and Complete Streets	City Council; City/MPO Staff; BPAC	City/MPO	Mid-term	Ongoing	Chapter 4 - Engineering ENG 1-2
Continue to Enforce State and Local Regulations	City Staff; Law Enforcement; BPAC	City Police Department	Near-term	Ongoing	Chapter 4 - Enforcement ENF 1-2
PROGRAM					
Expand Educational Outreach Programs	BPAC	City/MPO	Mid-term	Ongoing	Chapter 4 - Education EDU 1-2
Hire a Bike/Ped Planning Position	City/MPO Staff	City	Near-term	Ongoing	Chapter 4 - Evaluation EVA 1
Expand Encouragement Outreach Programs and Events	BPAC	City/MPO	Mid-term	Ongoing	Chapter 4 - Encouragement ENC 1-3
Establish a Monitoring Program	City/MPO Staff; BPAC	City/MPO	Mid-term	Periodic	Chapter 4 Evaluation EVA 2
Become Gold -level Bike Friendly Community	City/MPO Staff; BPAC	City/MPO	Mid-term	Periodic	Chapter 4 - Encouragement
INFRASTRUCTURE					
Identify Funding Sources	City/MPO Staff; BPAC	NCDOT IMD; City/MPO	Near-term	Periodic	Chapter 5 - Funding Considerations
Partner with FHWA to perform Road Safety Audit	FHWA; NCDOT IMD; City/MPO Staff	NCDOT IMD; City/MPO	Mid-term	Once	Chapter 4 - Engineering and Evaluation
Build Hot Spot Projects	NCDOT IMD; City/MPO Staff; BPAC	City/MPO	Mid-term	Ongoing	Chapter 5 - Conceptual Design "Hot Spots"
Update CTP/MTP Projects for Bicycle Facilities	City/MPO Staff; BPAC	NCDOT IMD	Long-term	Periodic	Chapter 3 - Formulating the Bicycle Network

Acronyms

MPO: Fayetteville Area Metropolitan Planning Organization

BPAC: Bicycle and Pedestrian Advisory Committee

FHWA: Federal Highways Administration

NCDOT IMD: Integrated Mobility Division

TIME FRAME

Immediate	Year 0
Near-term	Years 1-2
Mid-term	Years 2-4
Long-term	Years 4-6

SCHEDULE GOING FORWARD

City Council Status Update

- January 6th Work Session @ 5 PM

NCDOT plan review period (60-day)

- Stantec revisions

City Council Adoption* *Tentative*

- February 24th Regular Meeting @ 7 PM
- March 16th Regular Meeting @ 7 PM

**Continual Amendments post-adoption*

Path to Adoption

