

CHAPTER 3

BIKE & PEDESTRIAN





A PRODUCT OF THE
Western Piedmont
Council of Governments

**Greater Hickory Metropolitan
Planning Organization**

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***A more comprehensive regional bicycle and pedestrian plan will be completed by GHMPO in fiscal year 2024. This chapter includes existing bicycle and pedestrian infrastructure as well as currently funded bicycle and pedestrian projects in the region. Future recommendations from adopted plans will be included in the regional bicycle and pedestrian plan.*

Current Trends

According to Smart Growth America, the Hickory-Lenoir-Morganton MSA is one of the most sprawled regions in the nation. This aligns with American Community Survey (ACS) commute data, which reveals that only 0.8% of commuters in the Hickory Metro walk to work, in comparison to 1.6% in North Carolina and 1.8% nationally. When broken down by mode, approximately. 4% of the GHMPO planning area bike to work. This strongly indicates that even if the desire for more non-motorized travel were prevalent, the planning area's current built environment fails to provide cyclists and pedestrians with practical alternatives to motorized travel. Moreover, bicyclists and pedestrians may feel unsafe using roads that have been designed exclusively for motorized transportation, and therefore may avoid using them altogether.

As travel by walking and cycling is gaining in popularity, additional funds and policies are being leveraged to finance and accelerate pertinent projects. The GHMPO planning area has already experienced increased bicycle and pedestrian infrastructure because of the additional funding and policy changes. Over time, the usage of bike and pedestrian facilities is expected to grow more rapidly, particularly as the public experiences the health, safety, environmental and economic benefits that are directly and in-directly linked to bicycle and pedestrian travel.

Table 3-1 Commuting Patterns by Transportation Mode (for Workers 16 Years and Older)

Mode	United States		North Carolina		Greater Hickory MPO	
	Total	Percent	Total	Percent	Total	Percent
Car, truck, or van- drove alone	113,724,271	73.2%	3,738,929	77.2%	135,603	83.5%
Car, truck, or van-carpooled	13,340,838	8.6%	419,172	8.7%	14,068	8.7%
Public transportation (excluding taxicab)	6,472,373	4.2%	42,121	0.9%	380	0.2%
Walked	3,849,557	1.8%	79,482	1.6%	1,241	0.8%
Other means	2,836,232	2.5%	63,443	1.3%	3,210	2.0%
Worked at home	15,061,684	9.7%	497,939	10.3%	7,966	4.9%
Total	155,284,955	100.0%	4,840,986	100.0	162,468	100.0%

Source: 2017-2021 American Community Survey 5-Year Estimates, US Census Bureau.

Health and Demographics

According to the Center for Disease Control (CDC) data, the four-county region's diabetes and coronary heart disease rates are close to those of the state of North Carolina. The rates of diabetes in the Hickory Metro is 10.2% versus 10.6% at the state level. The rate of coronary heart disease in the region is 7.1% versus 6.6% at the state level. While the region is close to state averages, there is room for improvement as bicycling and walking are great tools to reduce these numbers.

Based on National Highway Traffic Safety (NHTS) data, certain populations are more or less likely to use bicycling and walking as a form of transportation. For example, women disproportionately cycle less than men, but they walk the same amount. As far as age, children have historically been more likely to walk or cycle; however, this trend has changed in recent years. The group that has experienced an increase in biking and walking are seniors. From 2009 to 2017, this group experienced a 5% increase in walking trips.

Regarding income, lower income residents are more likely to bike or walk to work, according to the ACS. This presents an opportunity to create and improve multimodal facilities in the area to increase safety, and perhaps ridership, of lower income populations in the region.

Crash Data

The density map and map 7-1 below display where bicycle and pedestrian crashes occur most frequently. Generally, more crashes happen in the larger cities of the region. The municipalities, or urbanized areas, are displayed in yellow on map 7-1.

From 2015-2021, there have been 396 pedestrian involved collisions with motor vehicles and 107 bicycle involved collisions with motor vehicles in the region. The more urban the city, the more disproportionate number of crashes occur.

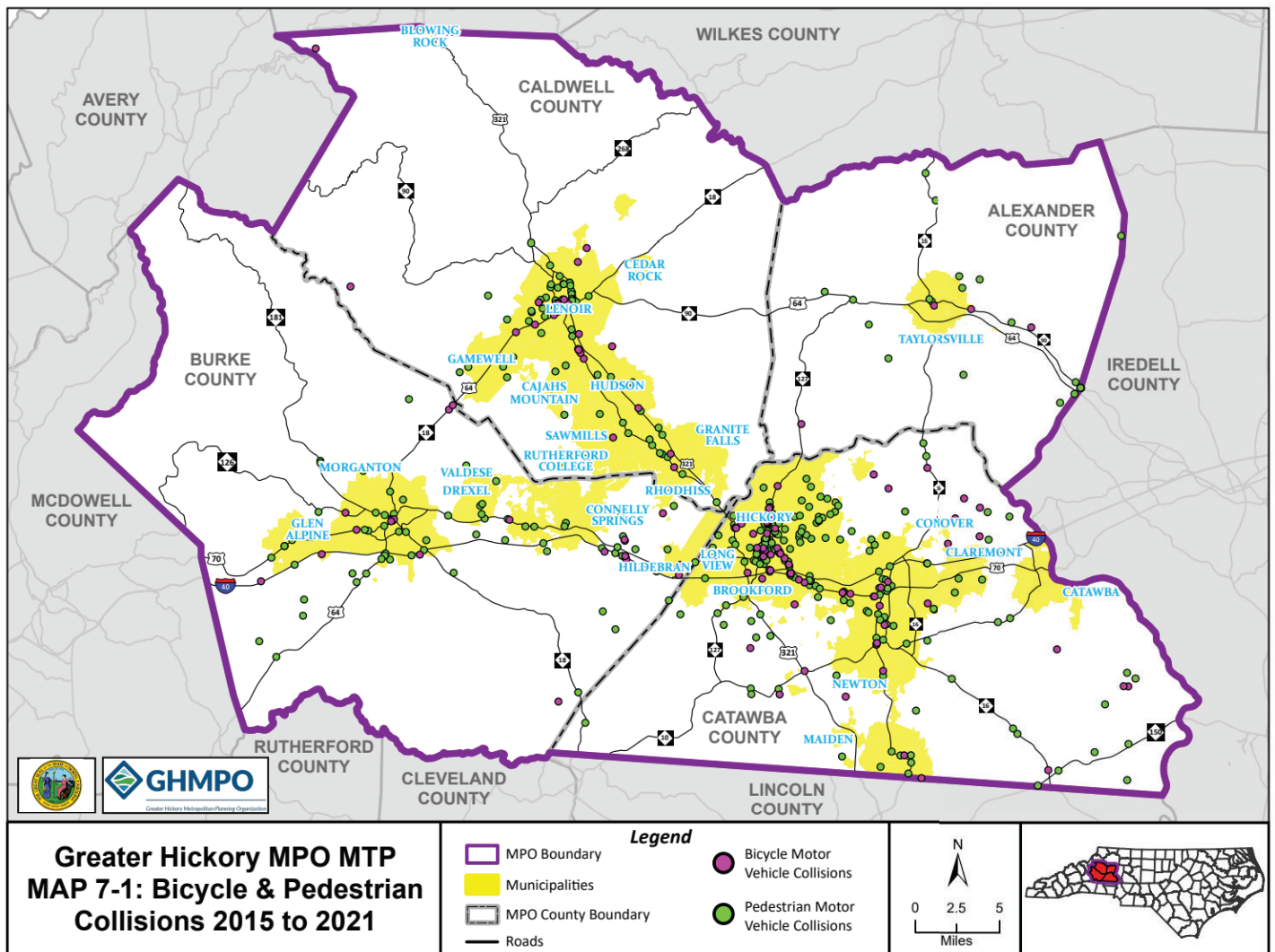
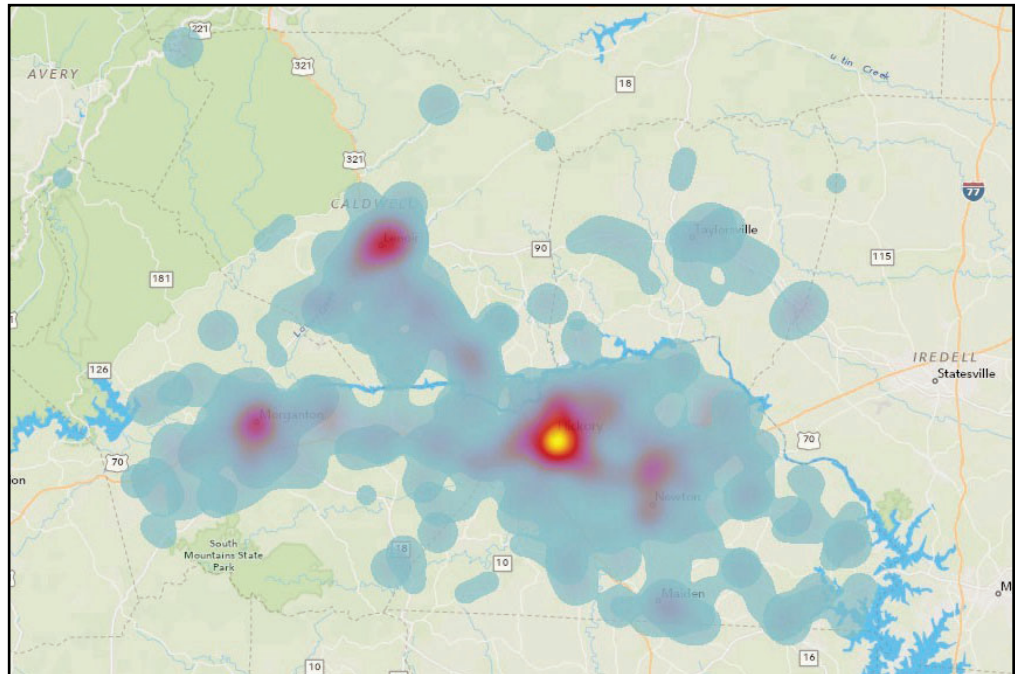


Table 3-2. 2015 to 2021 Bicycle Motor Vehicle Collisions

County	2015	2016	2017	2018	2019	2020	2021	Total
Alexander	0	1	1	0	1	1	1	5
Burke	1	3	1	1	5	3	7	21
Caldwell	2	3	4	4	4	2	3	22
Catawba	9	8	7	8	10	8	9	59

Table 3-3. 2015 to 2021 Pedestrian Motor Vehicle Collisions

County	2015	2016	2017	2018	2019	2020	2021	Total
Alexander	4	2	2	5	3	4	2	22
Burke	13	20	11	8	11	7	6	76
Caldwell	13	6	9	10	13	13	12	76
Catawba	33	26	29	30	28	34	42	222

GHMPO Current and Funded Bicycle and Pedestrian Infrastructure

Map 7-2 and Table 7-6 below display existing bicycle and pedestrian infrastructure. Alexander County has 35,940.60 existing linear feet of sidewalk and has one signed bike route. Burke County has 352,001.90 linear feet of existing sidewalk, two signed bike routes, 3.75 miles of existing bike lanes, 4.25 miles of sharrows, and 6.3 miles of greenway. Greenways within parks were not included in these figures since they are recreational infrastructure. Caldwell County has 196,251.10 linear feet of existing sidewalk, 1 signed bike route, and 7.5 miles of greenway. Catawba County has 1,002,483 linear feet of existing sidewalk, 1 signed bike route, and 8 miles of greenway. Most existing bicycle and pedestrian infrastructure is within the urbanized areas. Urbanized areas are shown in yellow on the map below.

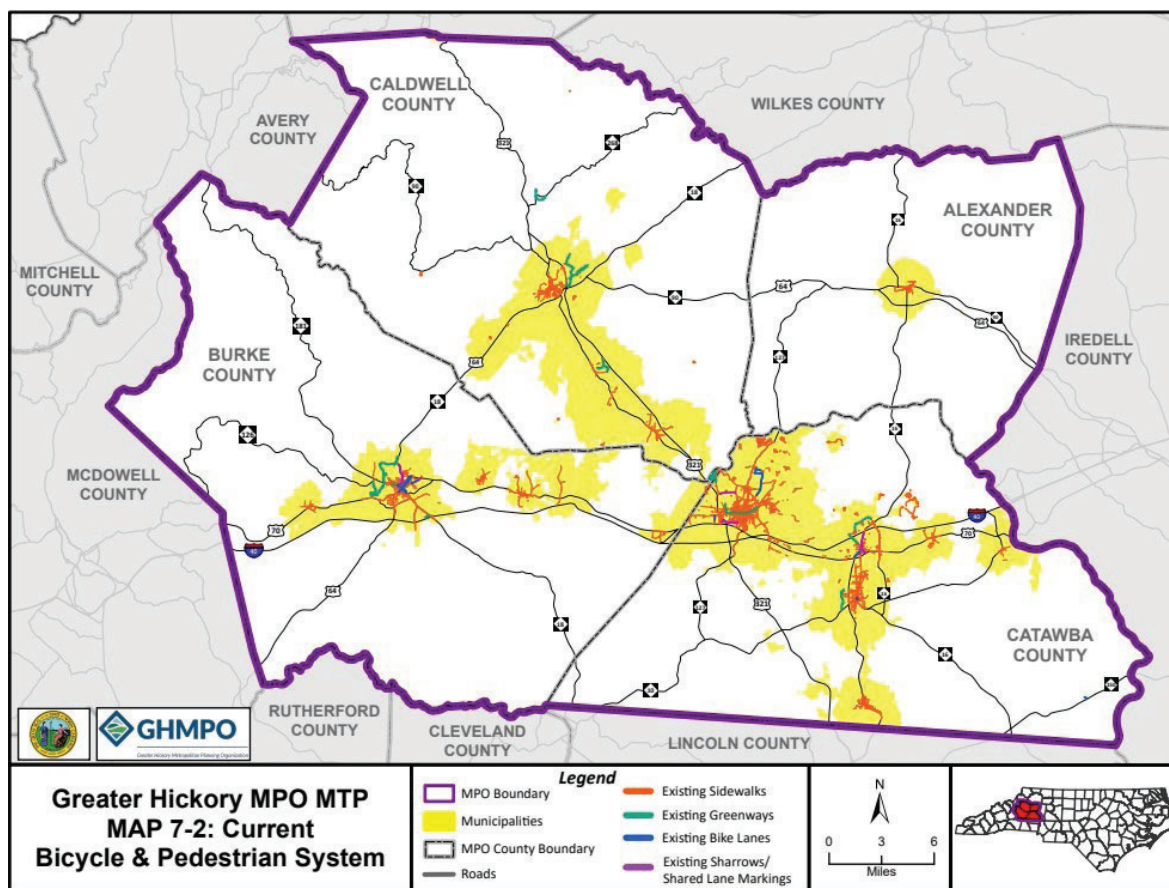
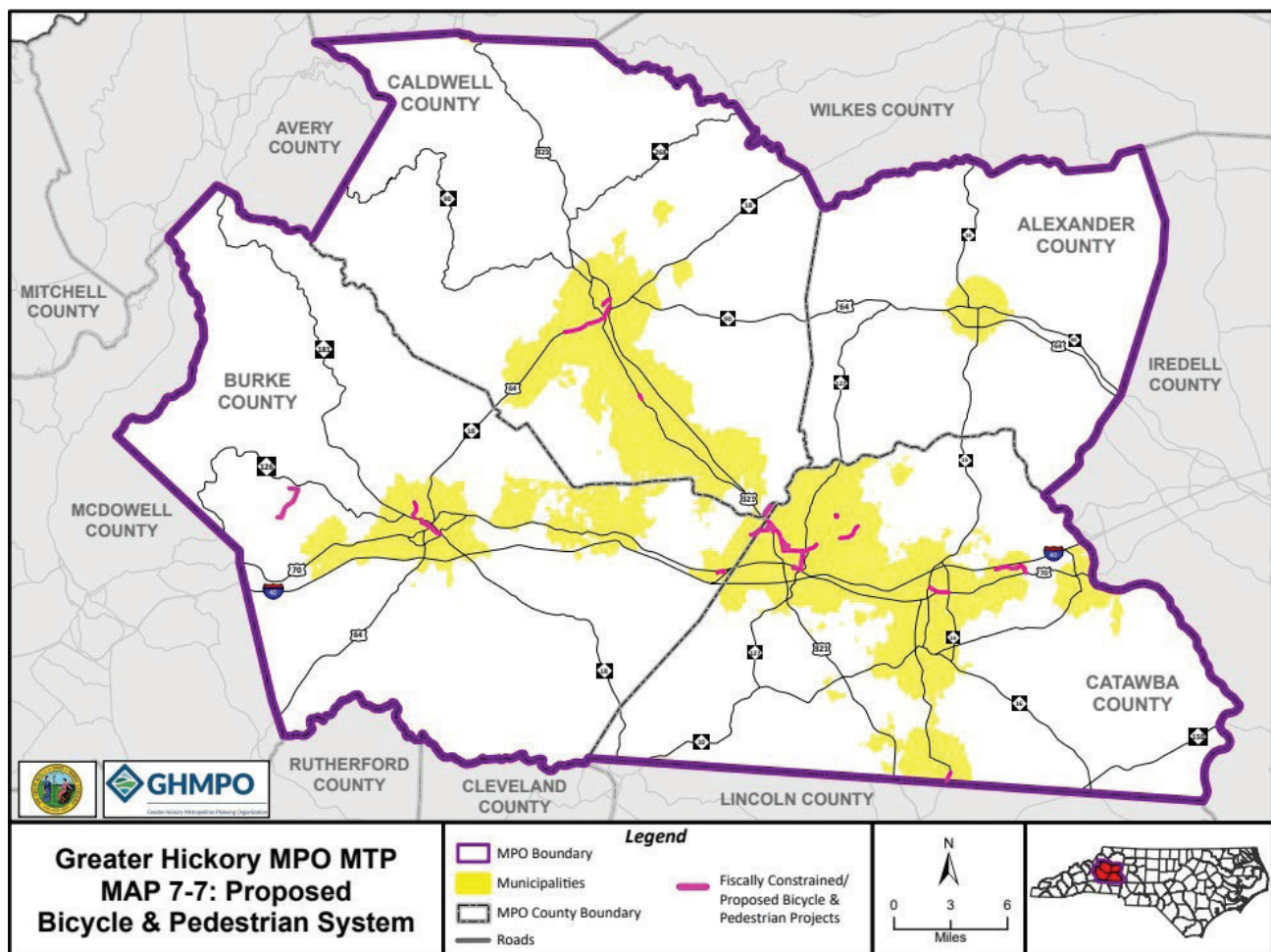


Table 3-4. Current Greater Hickory MPO System Overview

System Feature	Alexander	Burke	Caldwell	Catawba
Signed Bike Routes	1	2	1	1
Bike Lane Mileage	0	3.75	0	3.4
Sharrow Mileage	0	4.25	0	3.2
Existing Sidewalk (linear feet)	35,940.60	352,001.90	196,251.10	1,002,483.00
Total Roadway Mileage with Sidewalk	4.44	19.00	28.48	149.58
Roadway Mileage with Sidewalks on Two Sides	3.23	15.25	7.98	34.85
Roadway Mileage with Sidewalk on One Side	1.21	3.75	20.50	114.74
Greenway Mileage*along roadways – greenways within parks are not included in this figure	0	6.3	7.5	8

Map 7-7 below displays funded bicycle and pedestrian infrastructure projects within the State Transportation Improvement Program (STIP). Most projects are contained within the urbanized area boundary (in yellow). There are currently twenty funded stand-alone bicycle and pedestrian projects in the STIP. Stand-alone bike and pedestrian projects are projects that do not include highway construction or alteration.



Policies

Below are state and national policies which have an impact on North Carolina bicycle and pedestrian projects.

NCDOT COMPLETE STREETS

The N.C. Department of Transportation’s “Complete Streets” policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. A “complete street” typically includes such improvements as sidewalks, bicycle lanes and other accommodations that improve safe travel and access for all people, regardless of their mode of transportation. Below is a cost-share table indicating the assistance available to localities for such projects. According to NCDOT’s website, all STIP projects that do not have a final environmental review document are subject to the policy. Additionally, the NCDOT Complete Streets FAQ states that “Annually, a five-year resurfacing list will be distributed to each local government where a resurfacing is scheduled or anticipated over the next five- year period. The list will identify locations where planned facilities with complete street elements align with resurfacing projects.”

COST SHARE AND BETTERMENT

Pedestrian Facility

Bicycle Facility

Side Path

Greenway Crossing

Bus Pull Out

Bus Stop (pad only)

In Plan

Not in Plan, but Need Identified

Betterment

• NCDOT pays full cost

• Cost Share*

• Local pays full cost

*Exception – NCDOT pays full cost for on-road bicycle facility

Cost Share Formula

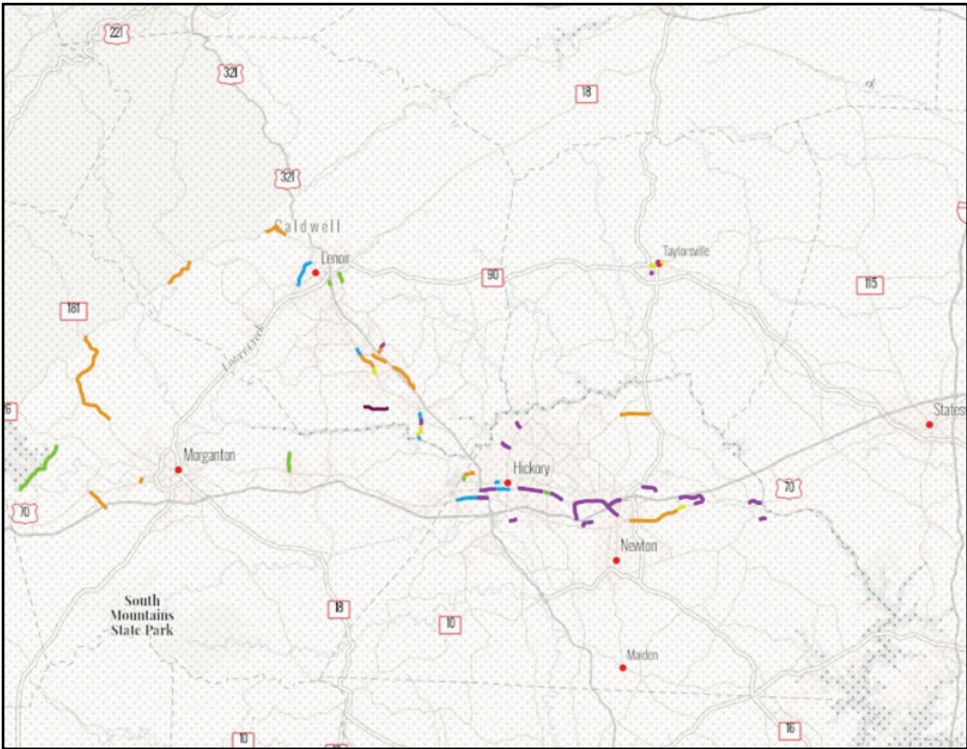
Population	NCDOT / Local Share
• > 100,000	80% / 20%
• 50,000 to 100,000	85% / 15%
• 10,000 to 50,000	90% / 10%
• < 10,000	95% / 5%

Betterment

- A requested improvement that exceeds the recommendations from a plan and/or exceeds need identified in the project development process
- Aesthetic materials and treatments
- Landscaping in excess of standard treatments
- Lighting in excess of standard treatments

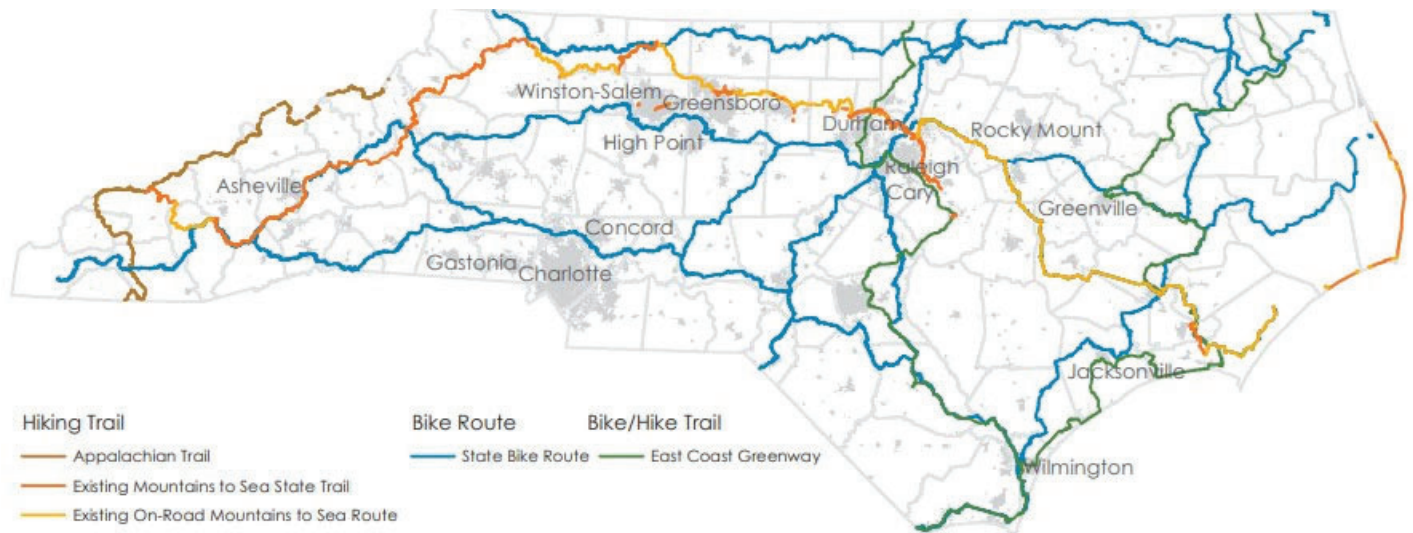
NCDOT RESURFACING

The map below displays resurfacing projects from 2021-2025 which are happening on roads with bicycle/pedestrian recommendations in locally adopted plans. There is potential for numerous small bicycle and pedestrian improvements through repaving. Items such as marking crosswalks and striping bike lanes can be accomplished through repaving, as long as NCDOT can notify contractors before the beginning date of each contract. NCDOT is required to bring all curb ramps up to Americans with Disabilities Act (ADA) standards on state maintained roads with each repaving.



WALKBIKENC

WalkBikeNC, North Carolina's Bicycle and Pedestrian Plan, was adopted by the NCDOT Board of Transportation in December 2013. The adoption concluded an 18-month planning process that included comprehensive stakeholder and public engagement across the entire State. The Plan lays out a framework for improving bicycle and pedestrian transportation as a means to enhance mobility, safety, personal health, the economy, and the environment. Below is a map of existing statewide trails.



▲ Map of existing statewide trails and bicycle routes, which serve as economical, recreational, and stewardship drivers.

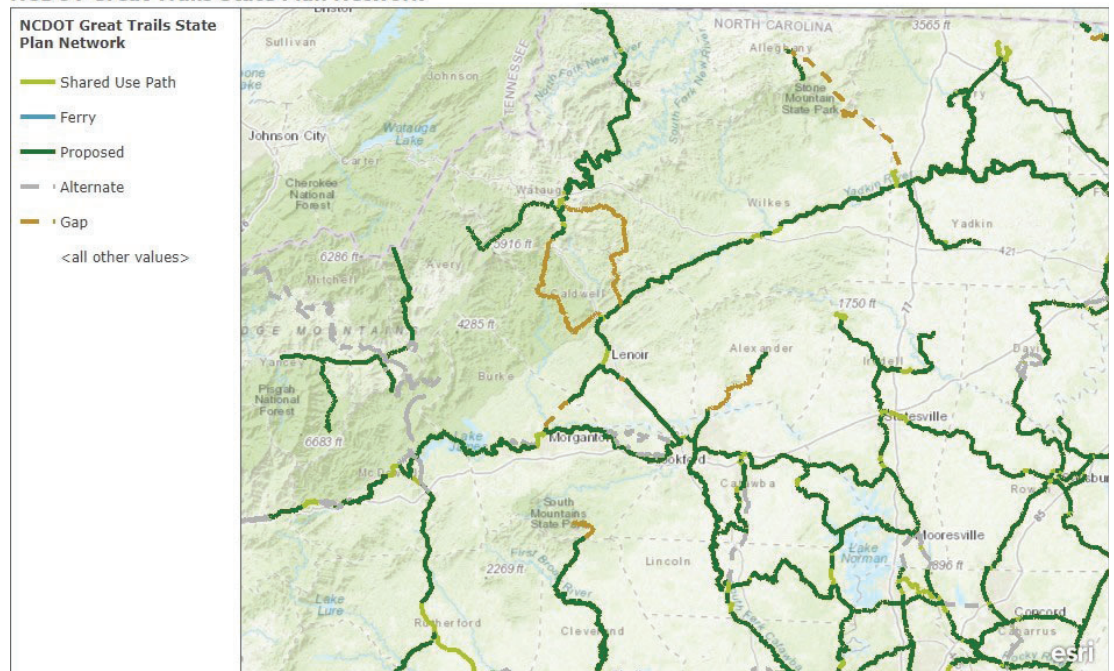
NCDOT GREAT TRAILS STATE PLAN NETWORK

According to the Integrated Mobility Division of NCDOT, the Great Trails State Plan draws upon existing plans and new recommendations to identify a network of shared-use paths and trails that connect every county in North Carolina, with a focus on connections between population centers and North Carolina State Parks.

The primary outcome of this planning process was to develop a statewide trail map coupled with an action-oriented network plan and 5-year implementation strategy.

The Great Trails State Plan was created by the N.C. Department of Transportation's Integrated Mobility Division, in coordination with the NCDOT Transportation Planning Division and North Carolina State Parks. A map of existing infrastructure and proposed recommendations for the GHMPO planning area can be found below.

NCDOT Great Trails State Plan Network



THE BIPARTISAN INFRASTRUCTURE

LAW

According to the U.S. Department of Transportation, President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. Specifically, with regard to transportation, the Bipartisan Infrastructure Law will repair and rebuild roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians.

State and local governments can look forward to these new and expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of 2024:

- » **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- » **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- » **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- » **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- » **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- » **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.
- » **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- » **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- » **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- » **Port Infrastructure Development Program (\$2.25B, expanded)** – BIL will increase investment in America's coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. BIL overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
- » **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- » **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- » **Rural Ferry Program (\$2B, new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- » **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$15.77B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller

bridge projects will be eligible for funding.

- » **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the ADA.
- » **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- » **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- » **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.78B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- » **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
- » **Rural Surface Transportation Grant Program (\$2B, new)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.

NCDOT SAFETY TARGETS

A safety performance target (SPT) is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). Federal regulations require MPOs and State DOTs to set targets for five safety performance measures for highways. The chart below displays the 2023 goals for reductions in fatalities and serious injuries. In 2023, NCDOT and GHMPO hope to reduce non-motorized fatalities and serious injuries by 26.52%.

NCDOT proposed the following targets for Calendar Year 2023. The GHMPO Transportation Advisory Committee (TAC) approved the following targets in December of 2022. Safety targets are covered in more detail in the Performance Measures chapter.

Table 3-5. GHMPO TAC Safety Targets

Category	Reduce by (Percentage)	Numbers
Fatalities	-19.57%/year	1,494.8 (2017-2021 avg.) to 1,202.29 (2019-2023 avg.)
Fatality Rate	-20.95 %/year	1.279 (2017-2021 avg.) to 1.011 (2019-2023 avg.)
Serious Injuries	-30.19%/year	4,903.4 (2017-2021 avg.) to 3,423.0 (2019-2023 avg.)
Serious Injury Rate	-31.75%/year	4.195 (2017-2021 avg.) to 2.863 (2019-2023 avg.)
Non-Motorized Fatalities & Serious Injuries	-26.52%/year	637.2 (2015-2019 avg.) to 468.2 (2017-2021 avg.)

SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROGRAM

The North Carolina Department of Transportation's Safe Routes to School (SRTS) Program was established in 2005 through SAFETEA-LU as a federally funded program to provide an opportunity for communities to improve conditions for bicycling and walking to school.

The purpose of this program is to:

- » Enable and encourage children, including those with disabilities, to walk and bicycle to school
- » Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age
- » Facilitate 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

The SRTS Program will use federal funds to fund projects ranging from one to three years. Funding amounts may range from \$50,000 to \$500,000 per project. For more information, please visit [Connect NCDOT Safe Routes to School Non-Infrastructure Program](#).

Emerging Technologies

Below are emerging transportation technologies that relate to bicycle and pedestrian transportation. These technologies have the potential to increase mobility in our region; however, each mode should be carefully evaluated going forward. The following descriptions come from Todd Litman's book *New Mobilities*.

MICROMOBILITY

Active travel includes walking, bicycling, and variants such as wheelchairs and handcarts. Micromobilities are light, low-speed motorized modes such as e-bikes, e-scooters, and motorized skateboards. Such technologies have already made impacts on pedestrian environments in large cities across the country, and this region should prepare for their impact as well.

VEHICLE SHARING

Vehicle sharing refers to bicycle, e-scooter, e-bike, and car rental services intended to substitute for private ownership. Examples of this include ZipCar or Lime scooters, which people "check out" with their phones. Carsharing is generally cost effective for people who drive less than 5,000 annual miles. This technology has the potential to reduce automobile travel, making it one that can reduce congestion and carbon emissions.

RIDEHAILING

Ridehailing companies, such as Uber and Lyft, use smartphone apps to provide personal mobility services. Ridehailing tends to be more convenient than conventional public transit services; however, it is generally much more expensive. This technology, like vehicle sharing, has the potential to reduce car ownership and decrease vehicle miles traveled.

Existing Bicycle and Pedestrian Plans

BICYCLE

- » Western Piedmont Bicycle Plan
- » City of Lenoir Bicycle Plan

PEDESTRIAN

- » City of Lenoir Pedestrian Plan
- » Newton Pedestrian Plan
- » Walk RCV (Rutherford College and Valdese) Granite Falls Pedestrian Plan
- » City of Conover Pedestrian Transportation Plan
- » City of Conover ADA Transition Plan
- » Town of Granite Falls ADA Transition Plan
- » Town of Sawmills ADA Transition Plan (in progress)

BICYCLE AND PEDESTRIAN

- » Sawmills Bicycle and Pedestrian Plan
- » Town of Hudson Pedestrian and Bicycle Plan
- » Town of Catawba Connect Plan
- » Hickory Pedestrian Bicycle Plan
- » Lake James Loop Trail Master Plan
- » Hildebran Comprehensive Plan
- » Catawba Downtown Master Plan
- » Carolina Thread Trail
- » Fonta Flora State Trail
- » The River Trail of Burke County (in progress)

Community Engagement

MOVABILITY ADVISORY COMMITTEE (MAC)

In December of 2019, the Greater Hickory MPO submitted a grant application to the National Association of Chronic Disease Directors (NACDD) to develop a Walkability Plan. The plan's purpose is to address barriers at the intersection of movability, equity, and health. GHMPO was one of six teams in the United States chosen by the NACDD to participate in a six-month-long virtual academy to develop a walkability plan with the help of nationally recognized experts. This course intentionally brings together cross-disciplinary teams representing public health, planning, transportation, elected officials, state



SPAN representatives, and other disciplines for an intensive, six-month applied-learning course on improving walkability, focusing on community and transportation design. The academy, known as the Walkability Action Institute (WAI), resulted in GHMPO's Team Action Plan (please see below).

The Movability Advisory Committee (MAC) is listed as goal one in GHMPO's Team Action Plan. MAC was specially designed to help the GHMPO planning area identify necessary policy, systematic, and environmental changes. The committee promotes equitable access to all forms of transportation, specifically bike, transit, and pedestrian. For many, walking, transit, and biking are their only means of accessing employment, education, medical care, food, and entertainment. MAC strives to make alternative transportation modes as safe as possible by identifying and removing mobility barriers. MAC utilizes locally adopted plans as well as public involvement to identify mobility barriers. The committee addresses them by coordinating with municipalities, NCDOT, and key representatives in the four-county region (Alexander, Catawba, Burke, and Caldwell).

Representatives serving on the committee have the expertise to most effectively reach the right voices and promote equity throughout our region. MAC hopes that future work will be much more effective by including representatives from health, education, transit, NCDOT, recreation, and many other sectors.

MAC currently meets quarterly and has membership representing health, education, recreation, the private sector, NCDOT, public transit ridership, elected officials, and MPO staff. The committee has conducted 4 walk audits to date. Each walk audit strives to include community members and all relevant parties. The most recent walk audit, resulted in safety and intersection improvements at two schools in Morganton. The walk audit included NCDOT staff, MAC members, school staff, Morganton staff, and MPO staff.

The MAC also assists with scoring and policy review for each new call for bike, pedestrian, and transit projects hosted by the MPO.

Facility Types

BICYCLE LANE

A bicycle lane is a portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists.

PAVED SHOULDER

A paved shoulder refers to the part of the highway that is adjacent to the regularly traveled portion of the highway and is on the same level as the highway. Ideally, wide paved shoulders should be included in the construction of

new highways and the upgrade of existing highways where there is a significant level of current/potential bicycle travel. A wide paved shoulder refers to additional pavement width of at least 4' that has been added to an existing roadway to more safely accommodate bicycles.

SHARED LANE

A shared lane refers to a lane of the traveled way that is open to both bicycle and motor vehicle travel where there are improvements in roadway width, signing, or marking for bicycling purposes. Shared lanes often include improvements such as shared lane markings (sharrows) or are designated as bicycle boulevards which must be indicated under the field proposed signing and marking. Where intended explicitly for purposes of serving as a bicycling facility, wide outside lanes should also be included in this category.

SHARED USE (GREENWAY, OR MULTI-USE) PATH

A shared use path refers to a facility, which should be designed to meet ADA Standards, which may be used by bicyclists, pedestrians, and other non-motorized users. They are separated from the roadway by an open space or a physical barrier or within an independent-right-of-way. Also known as a multi-use trail or greenway.

SIDEWALK

A sidewalk refers to the portion of a street or highway right of way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians.

Project Scoring

PRIORITIZATION

The Strategic Transportation Investments (STI) law, enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funds with other eligible projects.

Bicycle and pedestrian projects are only considered for Division Needs, for which NCDOT divisions and the MPO have 25% input each (2 x 25% = 50%). The other 50% of input is based on quantitative data, for which scoring criteria are in the table below.

Table 3-6. Prioritization Scoring		
Weight	Measure	Description
20%	Safety	Measurement of the number of bicycle and pedestrian crashes, the severity of the crashes, crash risk based on existing surroundings, and safety benefit the project is expected to provide.
15%	Accessibility/Connectivity	Measurement of the quantity of destinations near the project, the quantity of connections to existing or planned bicycle/pedestrian facilities, and whether the project improves or connects to a designated bicycle route.
10%	Demand/Density	Measurement of the population and employment density within a walkable or bikeable distance of the project.
5%	Cost Effectiveness	Measurement of total Safety, Accessibility/Connectivity, and Demand/Density criteria scores compared to the cost of the project to NCDOT.

***Information in the table above is based on the last round (Prioritization 6.0) of project scoring. The upcoming round of project scoring, known as Prioritization 7.0, is not yet finalized.*

The MPO’s scoring criteria are presented on the next page.

Table 3-7. MPO Scoring Criteria

Criteria and Maximum Points	0 points	5 points	10 points	15 points
New Project (10 Max)	All other projects.	Project adds sidewalk/bike lane on a road that currently only has a sidewalk/bike lane on one side	Project adds sidewalk/bike lane on a road that does not currently have any sidewalks/bike lanes	
		Any other off-road greenway that is accessible to pedestrians and/or bicyclists	Off-road greenway that is accessible to pedestrians and/or bicyclists and is close proximity (500 ft. or less) to a roadway	
Collision Exposure* (Likelihood of automobile collision) (15 max)	All other projects.	AADT is 2,000 or less for sidewalks	AADT is between 2,001 and 4,999 for sidewalks	AADT is 5,000 or more for sidewalks
		AADT is 5,000 or more for bicycle facilities	AADT is between 2,001 and 4,999 for bicycle facilities	AADT is 2,000 or less for bicycle facilities
Safety (10 max)	All other projects.	Roadway speed limit 40 and under	Roadway speed limit 45 mph and over	
Supports Economic Development (10 max)	All other projects.	Project is located between ½ mile and 1 mile from major employment center (100 or more employees)	Project located within 1/2 mile from major employment center (100 or more employees)	
Connectivity (15 max)	All other projects.	Projects that connect neighborhoods with schools and/or colleges	Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, or major employment center (100 or more employees) or public service facilities serving low-income population	Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle, pedestrian, or transit infrastructure (missing links)
Total Cost (10 max)	More than \$500,000	Between \$250,001 and \$500,000	Between \$100,000 and \$250,000	
ROW Acquisition (10 max)	50% or less	51% - 75%	76% - 100%	
Proximity to School (10 max)	All other projects.	1 mile from a school	Connects to school	
Jurisdictional Collaboration (5 max)	All other projects.	Project funding and/or planning cooperation between two jurisdictions		
Environmental Justice (5 max)	All other projects.	Intersects Traffic Analysis Zone (TAZ) with poverty level of 20% or more, minority concentration of 50% or more, or concentration of households with zero automobiles of 20% or more		

LOCALLY ADMINISTERED PROJECTS PROGRAM

The Locally Administered Projects Program (LAPP) was adopted by the Greater Hickory Metropolitan Planning Organization (GHMPO) to prioritize and program local transportation projects in the region that utilize federal transportation funding. This process involves regular calls for projects and results in new projects added to the GHMPO's Transportation Improvement Program (TIP). LAPP generally funds bicycle, pedestrian, transit, and small intersection projects.

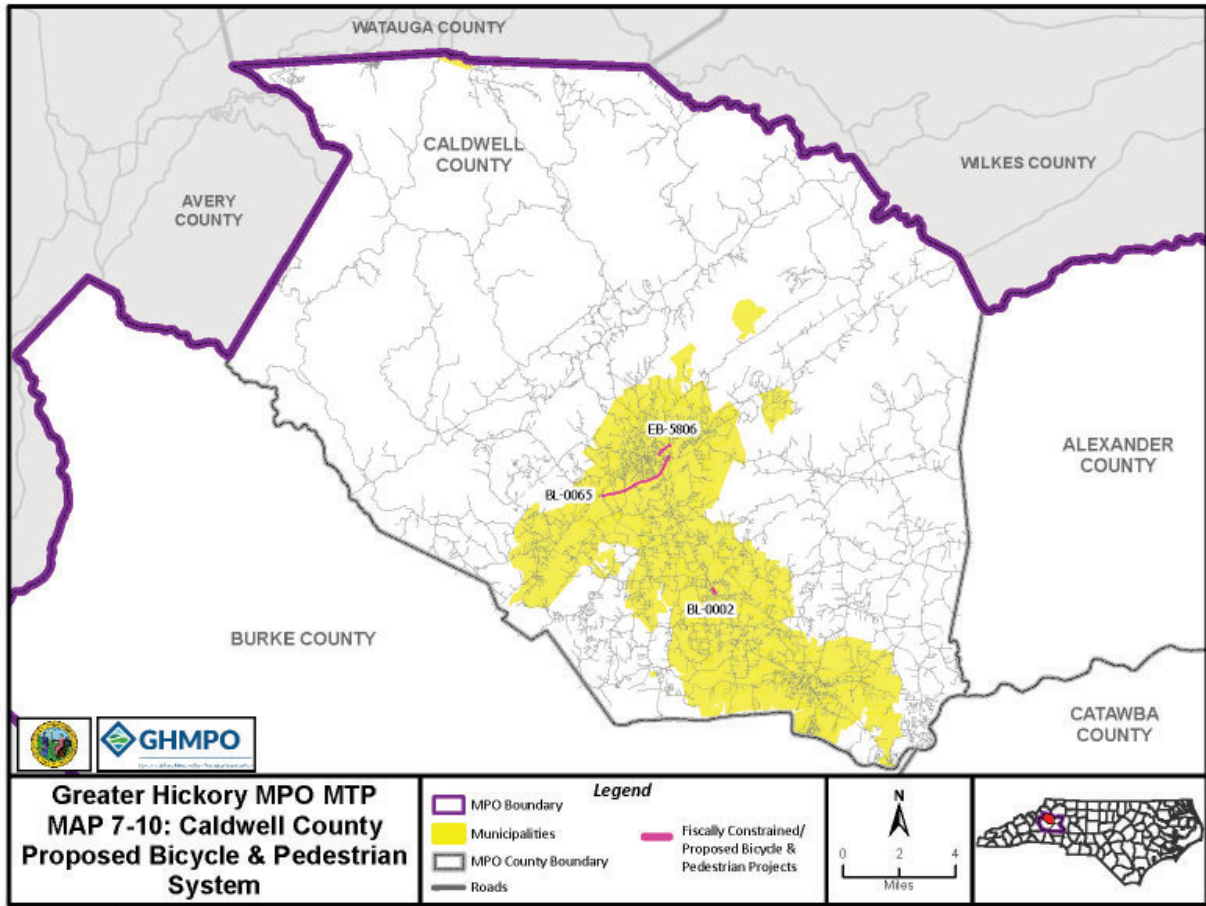
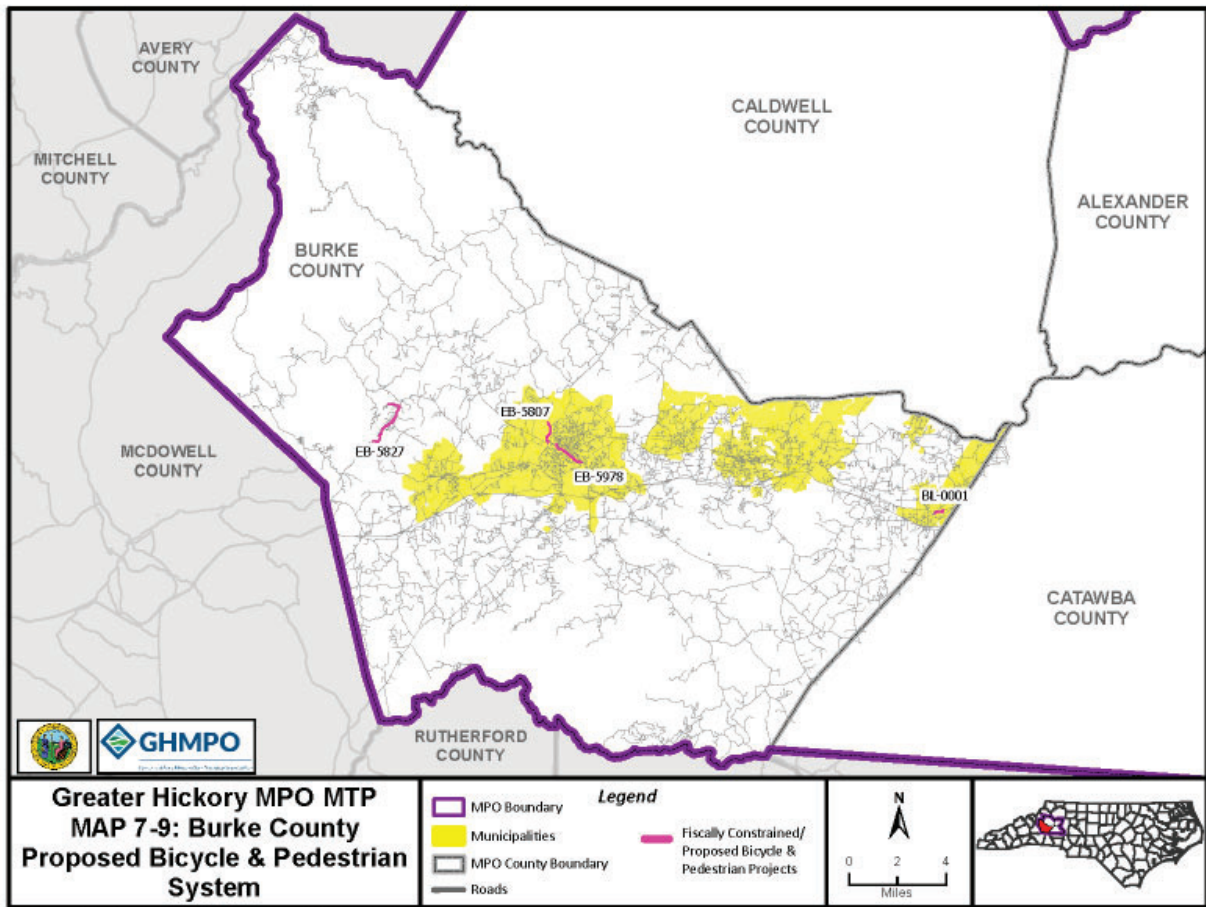
As a Transportation Management Area (TMA), the GHMPO receives a direct allocation of approximately \$3,335,000 in Surface Transportation Block Grant Direct Attributable (STBG-DA) funding annually. The scoring criteria for bicycle and pedestrian projects within LAPP are in the table on the next page.

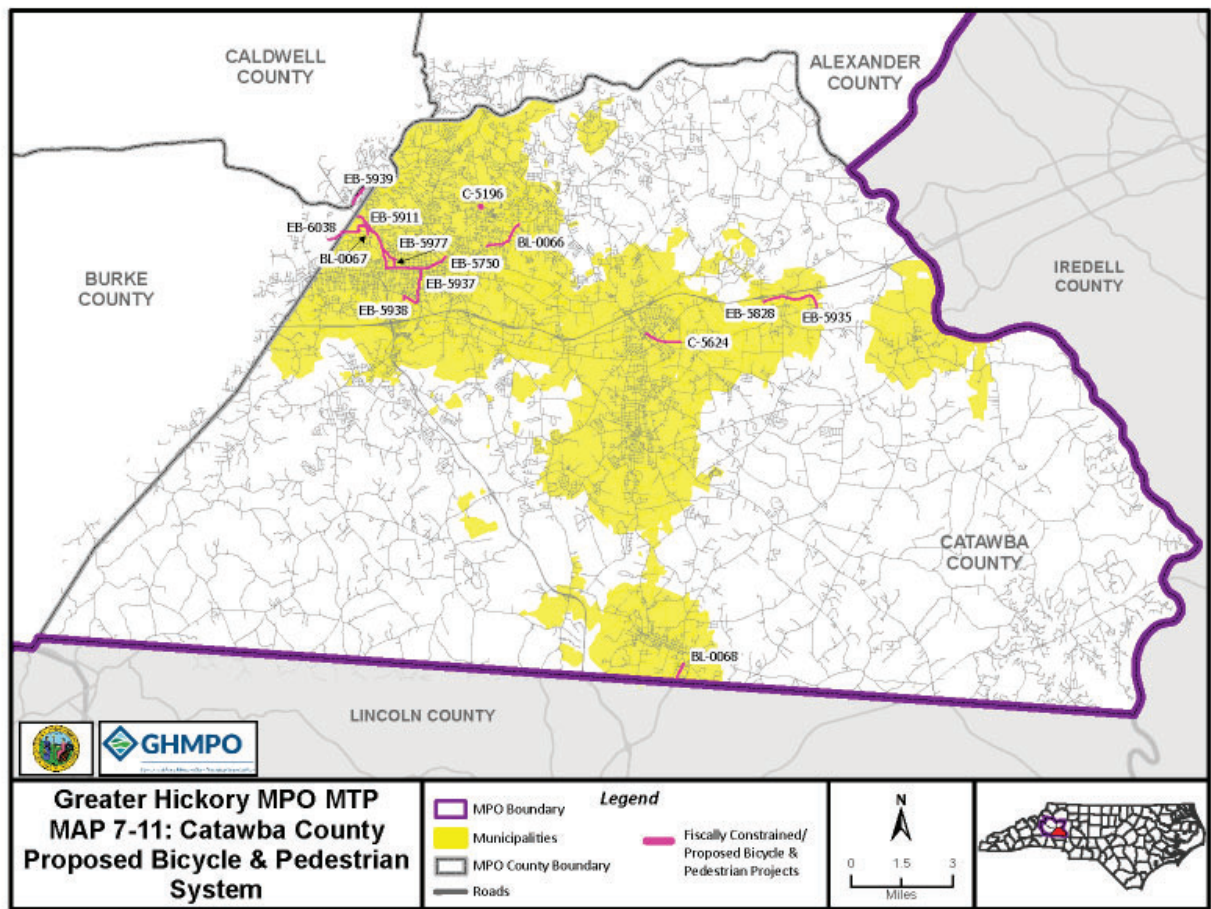
Fiscally-Constrained (funded) Projects

The chart and maps below show all 20 currently scheduled bicycle and pedestrian projects funded through the LAP program.

Table 3-8. Scheduled Projects

Project ID	Description
BL-0002	Construct pedestrian crossing improvements from SR 1952 (Cedar Valley Rd) to SR 1156 (Legion Rd)
EB-5911	9th St NW to Hickory Water Plant. Construct multi-use path.
EB-5935	Construct sidewalk along Centennial Blvd from North Lookout St to Main St
EB-5937	Book Walk. Construct multi-use path from City Walk to Ridgeview Library
EB-5938	Book Walk South. Construct multi-use path from Ridgeview Library to Walmart
EB-5939	City Walk to Old Lenoir Rd at city-owned property to end of proposed Rosales Bridge
EB-5977	City Walk to Old Lenoir Rd in Hickory. Construct multi-use trail along 9th St NW
EB-5978	North Green St to US 70 in Morganton. Construct multi-use path
EB-6038	Construct multi-use trail from Old Lenoir Rd multi-use trail to Hickory Regional Airport along Clement Blvd, 13th Ave Dr NW, and 19th St Lane NW (includes construction of bike/ped bridge over US 321), and construct multi-use trail from 9th St.
EB-5827	Construct bicycle and pedestrian facility from the intersection of Laurel Ridge Court and North Powerhouse Road to the proposed Harris Whisnant Trailhead at the intersection of Harry Whisnant Road and Cobb Road.
BL-0001	Main Ave. East (sidewalk from 2nd St SE to US 70 in Hildebran) – connects residential neighborhoods to the downtown area (food and recreation) and nearby commercial services.
EB-5807	Morganton downtown greenway connector – multi-use path that connects the Catawba River Greenway on the west side of US 64 to an existing section of the downtown greenway at the intersection of College Street & NC 181.
BL-0065	Lenoir Greenway – extend the existing multi-use path from Harper Ave. to Morganton Blvd.
EB-5806	Hospital Ave. Sidewalk – construct sidewalk along Hospital Ave. from Harper Ave. to Blowing Rock Blvd. (U.S. 321).
BL-0067	Aviation Walk Connector – extend the existing multi-use path from Clement Blvd. to 17th Street NW.
EB-5828	Centennial Blvd. – construct sidewalk from North Oxford St. to N. Lookout St.
BL-0068	Island Ford Road sidewalk extension – extend sidewalk from Don's Grill along Island Ford Road.
EB-5750	Main Ave. NW/NE (7th Ave NE to 9th St NW) – City Walk connects Hickory neighborhoods to downtown Hickory, SALT Block, parks, and Lenoir-Rhyne University
BL-0066	Construct a sidewalk on Springs Road NE from Sandy Ridge Road to McDonald Parkway.
C-5624	Improve safety and promote use of non-motorist travel on 1st Street E/W and Conover Blvd. East (U.S. 70) from I-40 to N.C. 16.





Previously Awarded Projects through LAPP Grants

Please see the charts below for the running list of projects awarded by the GHMPO LAP Program. The program has awarded just over \$60 million in funding since 2014.

Table 3-9. 2014

County	Municipality	STIP # (if applicable)	Project
Catawba	Conover	2 CMAQ projects combined to create C-5624	1st St. E/W and US 70 Bike Pedestrian - Exit 130 to NC16

Table 3-10. 2015

County	Municipality	STIP # (if applicable)	Project
Catawba	Hickory	EB-5808	Upgrade 40 current pedestrian signals and install 5 new pedestrian facilities to make them more accessible for all pedestrians.
Caldwell	NCDOT/Granite Falls	EB-5775	Intersection of US 321 and Pinewoods Road Extension – construct intersection and pedestrian improvements
Caldwell	Lenoir	EB-5806	Hospital Ave., Harper Ave. to US 321 Construct Sidewalk
Catawba	Conover	EB-5803	1st Ave. area bicycle and pedestrian improvements
Catawba	Newton	EB-5804	Newton Conover High School sidewalk connection
Catawba	Hickory	EB-5805	Citywalk Phase I. Construct multi-purpose pedestrian and bike path
Burke	Morganton	EB-5807	Morganton downtown greenway connector
Burke	Hildebran	EB-5809	North Center Street, 1st Ave NE to Wilson Rd. construct sidewalk
All Counties	WPRTA	TG-5261	Preventative Maintenance

Table 3-11. 2016

County	Municipality	STIP # (if applicable)	Project
Burke	Burke	EB-5827	Fonta Flora State Trail – North Powerhouse and Cobb Roads asphalt side path
Catawba	Claremont		Centennial Blvd. Sidewalk to North Lookout
Catawba	Conover	EB-5803	1st Ave. area bicycle and pedestrian improvements
Caldwell	NCDOT/Granite Falls	EB-5775	Intersection of US 321 and Pinewoods Road Extension – construct intersection and pedestrian improvements
Catawba	Hickory	U-5700	US Hwy 321 Bridge Aesthetic Enhancements
Catawba	Hickory	EB-5750	City Walk and Pedestrian Bridge
Catawba	Hickory		Riverwalk Design
Caldwell	NCDOT	SS-4911U	Construct Left-Turn Lane on Connelly Springs Road at Cahah Mountain Road
All Counties	WPRTA		Vehicle Replacement

Table 3-12. 2017

County	Municipality	STIP # (if applicable)	Project
Catawba	Conover	C-5624	1st St. E/W and US 70 Bike Pedestrian - Exit 130 to NC16

Table 3-13. 2018

County	Municipality	STIP # (if applicable)	Project
Burke	Burke		Linville Dam Boardwalk and Trail
Catawba	Claremont		Centennial Blvd. - Phase II Sidewalk
Catawba	Hickory		Book Walk (from City Walk, following S. Center St, 4th Ave. SW and 1st St SW, ending at Ridgeview Library)
Catawba	Hickory		Book Walk South (Ridgeview Library at 1st St SW following 7th Ave SW to 4th St SW to US 70 and connecting across US 70)
Catawba	Hickory		Riverwalk (Old Lenoir Rd and continuing along the Catawba River and including the proposed Rosales Bridge)
All Counties	WPRTA		Preventative Maintenance
Catawba	Hickory	EB-5977	9th St NW Hickory
Catawba	Hickory		Old Lenoir Road
Burke	Morganton		College St. Morganton
All Counties	WPRTA		Replacement Transit Vehicles

Table 3-14. 2019

County	Municipality	STIP # (if applicable)	Project
All Counties	NCDOT/WPRT	TA-6716	Four Replacement Vehicles

Table 3-15. 2020

County	Municipality	STIP # (if applicable)	Project
Catawba	Hickory		Bookwalk South US 70 Crossing - 4th St/Hwy 70 SW
Burke	Hildebran		Main Ave E Sidewalk - 2nd St SE to US 70
Caldwell	Hudson		Main St. (321A) Pedestrian Enhancements (Cedar Valley Rd to Legion Rd)
Catawba	Hickory		Lenoir-Rhyne Blvd. Intersection - 2nd Ave SE/3rd Ave SE
Catawba	Conover		1st St. E/W and US 70 Bike Pedestrian *Supplemental (CMAQ originally*) - Exit 130 to NC16
Burke	Burke		Powerhouse Road Multi-Use Path *Supplemental*
Catawba	Hickory	HL-0004	17th St NW Extension (9th Ave to Clement Blvd.)
All Counties	WPRTA		Preventative Maintenance for 2 years

Table 3-16. 2022

County	Municipality	STIP # (if applicable)	Project
Catawba	Hickory		Springs Rd NE Sidewalk (Sandy Ridge to McDonald Pkwy)
Caldwell	Lenoir		Lenoir Greenway (Harper Ave to Morganton Blvd)
Catawba	Hickory		Aviation Walk 17th Connector (Clement Blvd to 17th St NW)
Catawba	Maiden		Island Ford Rd Sidewalk (Exted South of Don's Grill)
Catawba	Hickory		Riverwalk *Supplemental* (Geitner Park to Water Works)
Catawba	Hickory	C-5196	Sandy Ridge Road Roundabout included sidewalk and bike lanes

GHMPO hosts a call for LAPP projects annually – generally each spring. If funding is available, additional calls for projects are hosted. Please contact GHMPO staff or NCDOT Division staff for additional details regarding locally administered projects.