

TIP Project Selection Criteria

The following list of selection criteria is intended to provide guidance to individuals and localities that wish to request projects. It is important to note that:

1. Many worthwhile projects will fulfill only a few of the following conditions. Nevertheless, localities are encouraged to submit all needed projects, since cost constraints and regulations may change, allowing the scheduling of previously unfeasible projects.
2. Detailed project justification based on the factors listed below is not required at the time the request is submitted. DBPT staff will contact you during a follow-up period to obtain any additional information needed.

The Criteria

1. Right-of-way. Complete information regarding the right-of-way situation should be provided. Due to the limited size of our annual budget, projects requiring that NCDOT acquire right-of-way are unlikely to be scheduled.
2. Design standards. Projects must substantially conform with state and federally adopted bicycle design guidelines, as described in the North Carolina Bicycle Facilities Planning and Design Guidelines (1994) and the AASHTO Guide for Development of New Bicycle Facilities (1999). The "sidewalk bikepath" that is constructed adjacent to the roadway for two-way bicycle traffic runs counter to these guidelines and is discouraged.
3. Project purpose. Each project must serve a primarily bicycle transportation purpose, as opposed to a recreation purpose.
4. Preliminary project approval. All necessary permits and approval must be obtained for any project involving a public jurisdiction (including approval of Metropolitan Planning Organizations (MPOs) and inclusion in the local TIP, lease agreements, construction and encroaching permits, etc.)
5. Local area involvement. Project requests are viewed within the overall picture of bicycling in an area. Evidence of local concern and involvement via other bicycle projects or activities lends support to each specific bicycle request. Local participation (via a dollar share or design services) is viewed as one measure of a local area's commitment to an improved bicycle environment.
6. Inclusion in transportation or bicycle planning process. Evidence that a specific bicycle request is an element of a comprehensive transportation or bicycle planning process provides critical support for a project.
7. Project need. Priority will be given to those projects where the greatest need can be demonstrated. Crash data, potential safety problems, and information regarding current or potential users of the facility can all provide project justification.
8. Boardwalks. Multi-use pathways that are intended to accommodate bicycles should not be designed with significant sections of boardwalk, or other such surfaces, which may be unsuitable for bicycle transportation purposes.