**Figure 1. Cumulative number of municipal pedestrian and bicycle plans in North Carolina (NC) by year, 1974-2011**

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**Caption:** Diffusion of Innovation theory posits that different groups adopt an innovation at different times: 1) innovators (first 2.5% to adopt); 2) early adopters (the next 13.5% to adopt); 3) early majority (the next 34% to adopt); 4) late majority (the next 34% to adopt); and 5) laggards (the last 16% to adopt). Approximately 19% of NC municipalities had published a pedestrian/bicycle plan by 2011. The “innovators” were municipalities that published plans between 1974 and 2005; those that published plans between 2006 and 2011 were “early adopters.”

 \* **Historical Milestones:** \***1974 -** NC Coastal Area Management Act (CAMA) enacted; required local land use planning in coastal counties and established a program for regulating development. \***1991** - Federal Transportation bill enacted (Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)); authorized bicycle transportation facilities and pedestrian walkways for surface enhancements. **1996** - NC state-wide long-range pedestrian/bicycle plan created. \***1998** – Reauthorization bill (Transportation Equity Act for the 21st Century (TEA-21)). \***2004** - The NC General Assembly allocated funds to the NC Department of Transportation (NCDOT) Division of Bicycle and Pedestrian Transportation and the Transportation Planning Branch to help fund municipalities to develop bicycle and pedestrian plans and to stimulate more diversity in pedestrian/bicycle planning. **\*2005** - Federal Transportation bill enacted (**Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** (SAFETEA-LU)); established programs targeting safety for pedestrians, bicyclists, and Safe Routes to School. \***2008 -** The Healthy Environments Collaborative and the Research Triangle Environmental Health Collaborative were established in NC.