



## **NORTH CAROLINA**

Department of Transportation



# Complete Streets 2.0

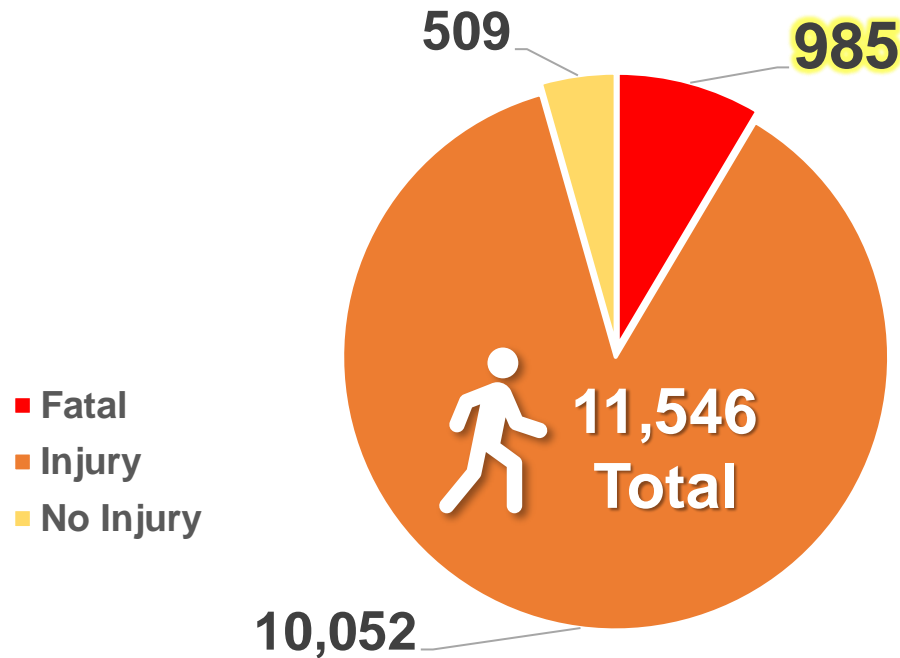
# Complete Streets Policy – some highlights

- NCDOT is committed to providing an efficient multi-modal transportation network in North Carolina such that the **access, mobility, and safety needs** of motorists, transit users, bicyclists, and pedestrians **of all ages and abilities** are safely accommodated.
- This policy requires NCDOT planners and designers **consider and incorporate multimodal facilities in** the design and improvement of **all appropriate transportation projects** in North Carolina.
- The Department is committed to **collaborate with cities, towns, and communities** to ensure pedestrian, bicycle, transit and evolving transportation technology options are included as an integral part of their total transportation vision.



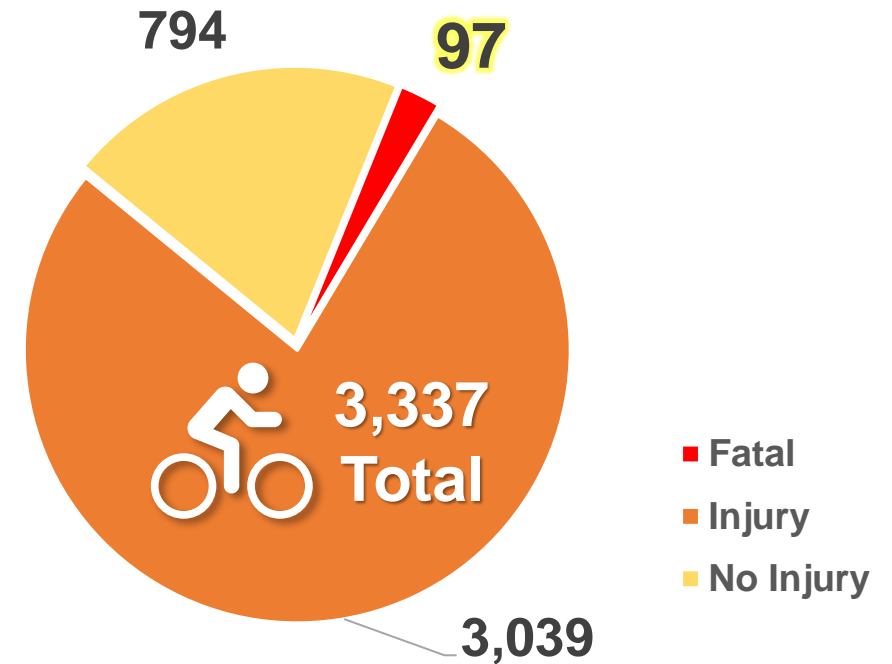
# Why? Improve Vulnerable Road User Outcomes

## Pedestrian Crashes, 2014-2018



*NC 7<sup>th</sup> highest total pedestrian fatalities by state*

## Bicycle Crashes, 2014-2018



*NC 8<sup>th</sup> highest rate of bicycle fatalities per capita*

# Complete Streets – Old

Complete Streets Policy (July 2009)

Complete Streets Planning and Design Guidelines  
(July 2012)





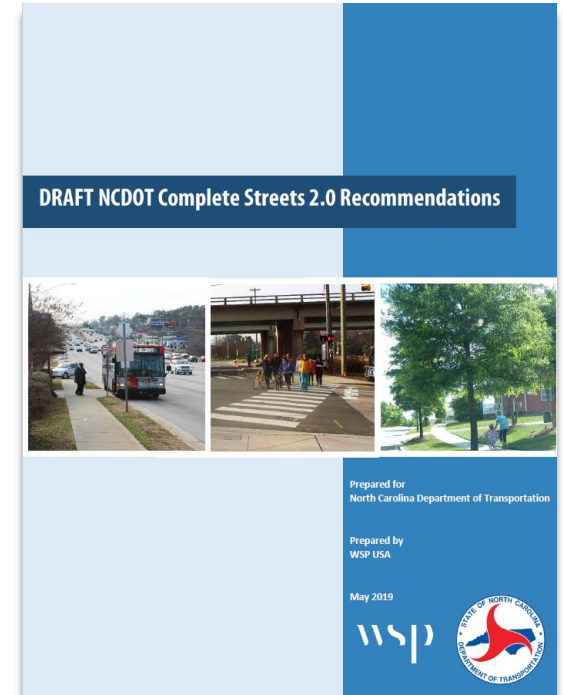
# Complete Streets - New

NCDOT Complete Streets 2.0 Recommendations – Action Plan

Complete Streets Policy (August 8, 2019)

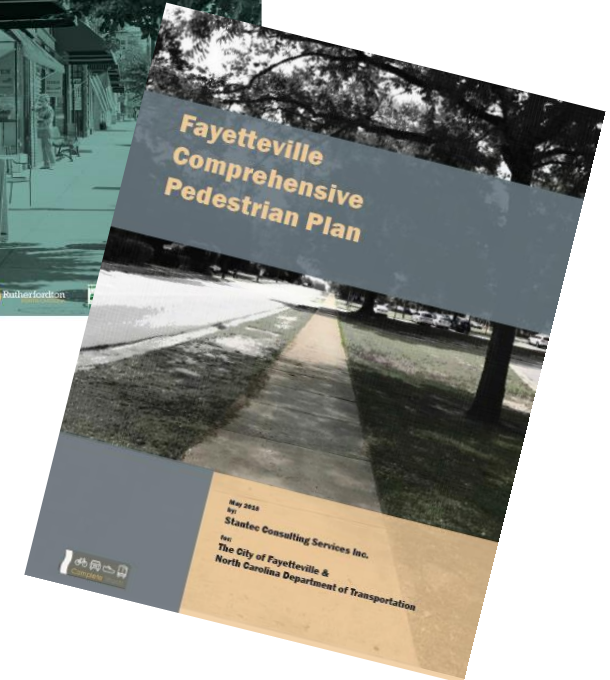
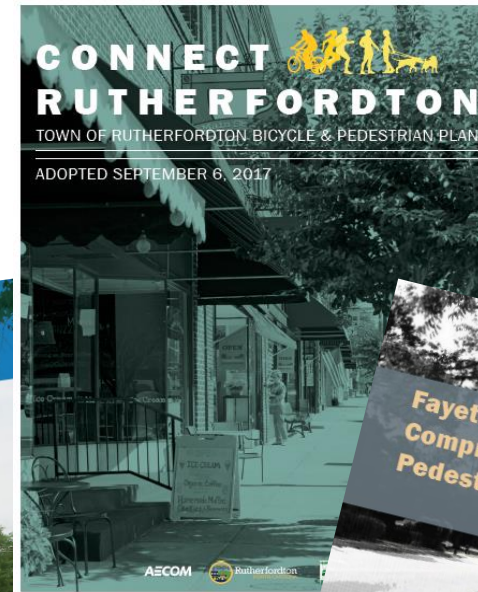
Complete Streets Implementation Guide

Frequently Asked Questions (FAQs)



# Planning and Project Development

- Project in adopted plan
- Project Scoping
- ATLAS Workbench
- Bridge replacements/refurbishments
- Equal or better performance of a facility



# Complete Streets Project Sheet

- Comprehensive Transportation Plans
- Strategic Prioritization 6.0
- ATLAS

## Exceptions to Policy

- Unique site constraints
- Distance from existing/planned facilities
- Bike/Peds prohibited
- No existing/planned transit service
- Evaluated by Complete Streets Review Team

**P6.0 Complete Streets Project Sheet** 1

Mode: **Bicycle and Pedestrian** Note that this sheet does not need to be completed for ferry vessel projects, freight rail infrastructure projects, or aviation projects.

SPOT ID:  TIP #:

Route/Project Name:

Submitting Organization:  Contact Name:

Date:

The NCDOT Complete Streets Policy requires pedestrian, bicycle, and public transportation facilities to be evaluated for all transportation projects. Facility recommendations will vary depending on a project's context. Final determination of facilities to be included will be made in Project Development. Complete the boxes below and on page 2 to note which facilities are being evaluated as part of the project. Check all facilities that apply, or if facilities for a particular mode will not be evaluated, check the reason(s) that apply.

Pedestrian facilities to be evaluated:	Bicycle facilities to be evaluated:
<input type="checkbox"/> Sidewalks* <input type="checkbox"/> Marked crosswalks <input type="checkbox"/> Pedestrian crossing countermeasures <input type="checkbox"/> Pedestrian signalization <input type="checkbox"/> Multi-use path or sidepath* <input type="checkbox"/> Other element(s): <input type="text"/>	<input type="checkbox"/> Multi-use path or sidepath* <input type="checkbox"/> Protected bike lane <input type="checkbox"/> Striped bike lane (buffered or standard) <input type="checkbox"/> Marked shoulder with supplemental pavement markings <input type="checkbox"/> Other element(s): <input type="text"/>
<b>Pedestrian facilities will NOT be evaluated because (at least one):</b> <input type="checkbox"/> Location is greater than one mile from any existing or planned pedestrian facility, residential or commercial land use, school, or public transit stop. <input type="checkbox"/> Location has unique site constraints. <input type="checkbox"/> Pedestrian uses are prohibited. <input type="checkbox"/> Additional reasons(s) or notes: <input type="text"/>	<b>Bicycle facilities will NOT be evaluated because (at least one):</b> <input type="checkbox"/> Location has unique site constraints. <input type="checkbox"/> Bicycle uses are prohibited. <input type="checkbox"/> Additional reasons(s) or notes: <input type="text"/>

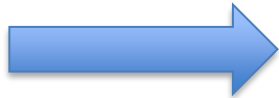
\*Subject to local municipal agreement



# Resurfacing / Maintenance

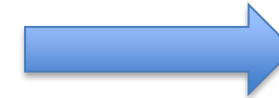
- Coordination between NCDOT's Operations Program Management Unit and Integrated Mobility Division
- Roadway resurfacing lists sent to local governments

**Belmont**



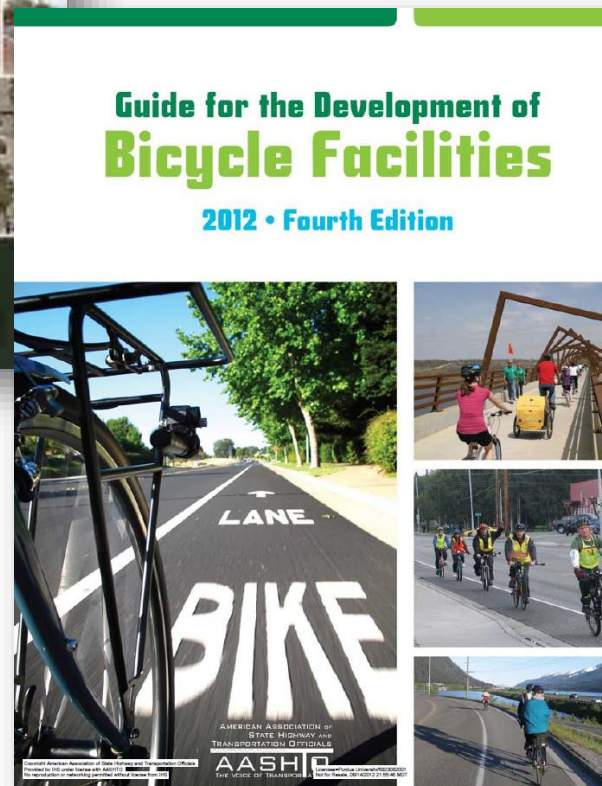
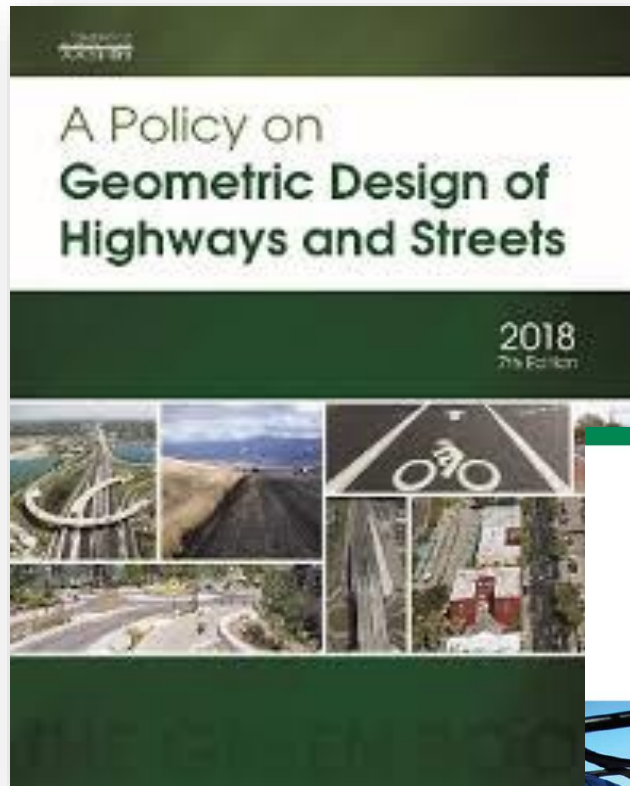
Map data © 2014, Google, North Carolina

**Charlotte**



FHWA / Ken Tippette, City of Charlotte





## Design Guidance

- NCDOT Roadway Design Manual & cross-sections
- American Association of State Highway Transportation Officials (AASHTO) guides
- FHWA Guides

# Cost Share



NCDOT

Pedestrian  
Facility

Bicycle  
Facility

Side Path

Greenway  
Crossing

Bus Pull  
Out

Bus Stop  
(pad only)

In Plan

- NCDOT pays full cost

Not in Plan, but  
Need Identified

- Cost Share\*

Betterment

- Local pays full cost

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



NCDOT

# Cost Share Formula / Betterment

## 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



# Effective Date

- All STIP projects without a final environmental document are subject to the new policy

