

General

Question: Does this policy apply to independent bike and pedestrian projects (EB STIP projects)?

- The application of the policy is primarily directed at roadway projects incorporating multi-modal components. The policy does not apply to independent bike/pedestrian projects which are subject to STI legislation.

Question: How will the Complete Street cost share impact roadway projects currently in the STIP?

- Projects that have not yet completed a final environmental document will fully comply with the updated policy, including the revised cost share provisions.

If a project has a completed final environmental document but the local agreement has not been executed, additional complete streets elements will be considered if the additional elements do not require a change to the environmental document and the requested elements fit within the approved typical section of the project.

If a project has a completed final environmental document but the local agreement has not been executed, the cost share will be calculated based on the Complete Streets Guidance document.

If a project has a completed final environmental document and the local agreement has been executed, no changes will be considered, and the cost share provisions agreed to in the local agreement will be honored.

Question: Does the new Complete Streets Policy apply only to projects submitted for P6.0 and not P5.0?

- The Complete Streets Policy applies to all projects that do not have a finalized environmental document. See response to the second question above.

Planning

Question: What qualifies as an acceptable transportation plan?

- The mutually adopted Comprehensive Transportation Plan (CTP) will be considered the controlling plan for the identification of non-motorized facilities to be evaluated as part of a roadway project. The CTP customarily incorporates recommendations from other locally adopted plans. Other locally adopted plans not incorporated into a CTIP will be considered so long as 1) the planned facility addresses a transportation need and 2) the planned facility meets the design guidance standards referenced in the Implementation Guide.

Question: If a new state, regional or local plan is adopted during the project development phase prior to completion of the Environmental document, will this plan serve as an eligible adopted plan for purposes of implementing the Complete Streets Policy?

- An eligible plan adopted prior to the finalization of the environmental document can be referenced for policy compliance. For any plan that is anticipated to be adopted during this phase, ongoing coordination is expected between the local/state/regional entity administering development of the plan and NCDOT's Project Development units.

Question: If a plan only identifies a pedestrian and/or bicycle need (such as with many CTPs) for a specific roadway corridor, will the Complete Streets cost share formula apply?

- When a need along a specific roadway corridor is identified on an adopted plan, this will serve to meet the plan requirement guiding cost share application. The determination of the facility constructed will be based on prevailing authoritative design guidance – NCDOT Roadway Design, AASHTO Guides and other supporting resources.

Question: If exceptions to the Complete Streets Policy are not approved by the Complete Streets Review Team (Section 1.4 of the Implementation Guide), will this necessitate the re-scoring of projects submitted during the Strategic Prioritization process?

- NCDOT has a policy that covers the possible re-prioritization of committed STIP projects that have significant changes. This policy screens projects with major cost or scope changes to determine if re-scoring the project is appropriate. A project will only be re-scored when significant scope changes result in the project transforming into a fundamentally different project.

Question: Will all project sheets be reviewed for exceptions to the Complete Streets Policy?

All projects that are submitted for SPOT will be required to submit a Complete Streets Project Sheet. However, only project sheets that are selected for funding and listed on the draft STIP will be reviewed for Complete Streets elements and exceptions to the policy.

Question: Does the second exception in the Policy, “Areas in which the population & employment densities or level of transit service does not justify the production of multimodal facilities”, mean that NCDOT will not build / maintain facilities in an area where densities are low? Is there a density requirement – how low is too low?

- A facility must serve a transportation purpose and address a transportation need to be constructed by NCDOT. All exceptions are subject to approval by the Complete Streets Review Team.

Question: What is the preferred method for documenting exceptions on the Complete Streets Project Sheet?

- Exceptions for each mode should be documented within the relevant section – pedestrian facilities, bicycle facilities, public transit improvements. In the Exceptions section of the Project Sheet, language should be added if no facilities for pedestrians, bicycles or public transportation will be evaluated and/or if only certain modes will not be evaluated.

Project Development

Question: A local bicycle plan calls for bike lanes and the locality requests a multi-use path on both sides of the road. Are both multi-use paths paid by NCDOT or is there a cost share portion?

- The Equal or Better Performance of Facility stipulation in the Implementation Guide allows for a locality to request a different facility type if an alternative facility is viewed as more appropriate than what is identified in the local plan. The Complete Streets Review Team will evaluate and provide a decision for this type of request. Otherwise, anything beyond what is identified in an

adopted plan would be viewed as a betterment, with the locality fully responsible for funding the extra width needed for the multi-use paths.

Resurfacing and Maintenance Activities

Question: How often will resurfacing lists be submitted to impacted local governments?

- 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.
- Link: [HMIP Plans](#)

Question: Will there be opportunities for the implementation of road diets with resurfacing projects?

- Due to the potential impact of the elimination of travel lanes on an area's overall transportation system, road diets require a greater degree of evaluation. For this reason, road diets are commonly viewed as an individual roadway improvement project that may be beyond the scope of standard roadway resurfacing. Local governments are encouraged to coordinate with their local Highway Division and the Integrated Mobility Division concerning opportunities to incorporate road diet design in resurfacing projects, particularly focusing on projects scheduled in the later years of the Highway Maintenance Improvement Program (HMIP).

Question: The maintenance policy language implies that bicycle and pedestrian improvements outside a municipal boundary and within NCDOT right-of-way are not subject to a local maintenance agreement, so NCDOT would maintain the infrastructure. Does this mean that a County would not be responsible for maintenance?

- NCDOT will maintain the infrastructure at locations outside municipal limits where a county maintenance agreement has not been executed.

Question: Do facilities have to be completely within NCDOT right of way in order to be maintained by NCDOT? What if the plan calls for a multi-use path and parts of it are built in an easement?

- NCDOT will only maintain facilities within the right of way.

Work Zone Accommodations

Related Policies

Question: The 2012 Complete Streets Planning and Design Guidelines have been superseded and eliminated. When will new complete streets planning and design guidelines be released?

- Complete Streets design will be Incorporated into the update of the NCDOT Roadway Design Manual, which along with AASHTO guides will serve as NCDOT's authoritative design references. There will not be new version of the eliminated Complete Streets Planning and Design Guidelines.

Cost Share

Question: Will NCDOT fully fund and construct the specific type of facility that is recommended in a state, regional or locally adopted transportation plan?

- NCDOT will fully fund the indicated facility as part of a roadway project if it is specifically identified in an adopted plan (see Planning section above for details on adopted plans). In addition, in order for NCDOT to incorporate and fund a bicycle, pedestrian and/or public transportation facility in roadway and bridge projects, the facility recommendations identified in state, regional or locally adopted plans must be consistent with design guidance outlined in NCDOT's Roadway Design Manual and American Association of State Highway Transportation Officials (AASHTO) guides. Any portion of a requested/planned bicycle, pedestrian and/or public transportation improvement that exceeds NCDOT's authoritative references for street design will be viewed as a betterment.

The project development process may uncover certain environmental and other impacts that influence final project design. Final complete streets design will be guided by identified need, plan recommendation and prevailing design guidance.

Question: Within the Cost Share table in Section 6.1 of the Implementation Guide, what does "Not in plan, but need identified" mean?

- This section concerns if a need for bicycle, pedestrian and/or public transportation facilities is identified during the project development scoping process. This information may come from the Integrated Mobility Division scoping reports and/or other state/local agencies when providing project comments.

Question: What is meant by the statement "NCDOT is responsible for the full cost of bridges" in Section 6.1 of the Implementation Guide?

- NCDOT will fully fund the cost of bridges including bicycle and pedestrian facilities (or the provision of space for future construction of said facilities) where identified in a state, regional or local plan and/or where a bicycle/pedestrian need has been determined during the scoping and project development process.

Question: In the event that an improvement is identified in an adopted plan and it is outside of municipal limits, would the county be considered the government jurisdiction under the Cost Share table in Section 6.4 of the Implementation Guide?

- Yes, and the county population is defined as the population within unincorporated areas of the county only.

Question: If a roadway project traverses multiple jurisdictions where some jurisdictions have an adopted plan, and some do not, how will cost share be handled?

- Cost share will be applied to each jurisdiction individually as determined by the presence of an adopted plan. Further evaluation by the project manager and coordination with the Complete Streets Review Team will be necessary for projects spanning multiple jurisdictions.

Question: If a road improvement project has been delayed and the local government did not originally participate in sidewalk match requirements due to cost barriers, can the project be revisited to apply updated cost share percentages?

- Projects that have not yet completed a final environmental document will fully comply with the updated policy, including the revised cost share provisions. See response to the second question in the General section.

Question: Will NCDOT project funding include right-of-way acquisition necessary for funding complete streets elements?

- If the project is identified in an eligible adopted plan, NCDOT will fully fund the cost of right-of-way acquisition assuming the design meets the criteria defined in the Implementation Guide. If the project is not identified in a plan, but a need for bicycle, pedestrian and/or public transportation facilities is determined during the project development scoping process, then cost share requirements will apply. If the project or portion of the project is identified as a betterment, then the local entity will be responsible for the full cost.

Question: What is the difference between multi-use paths and side paths and how is cost-share applied?

- The biggest distinction between a multi-use path and a side path is locational - They are otherwise identical in function and use. A side path is a multi-use path constructed along but separated from a roadway, within the road right of way. A multi-use path can be located anywhere and can function independent of a roadway improvement. The Complete Streets policy is intended to capture improvements within the road right of way, including side paths and multi-use path crossings.

Question: When the Implementation Guide refers to landscaping and lighting betterments, does this refer only to landscaping and lighting betterments that are part of Complete Streets projects, or to all landscaping and lighting betterments?

- The Implementation Guide only refers to betterments associated with a complete streets project.

Design Guidance

Question: With separated bicycle facilities not currently in NCDOT's Roadway Design Manual (or cross-sections) or AASHTO guidance, will NCDOT not construct this type of facility?

- Construction of facilities outside of authoritative design guidance will require a design exception. FHWA Guidance (Bikeway Selection Guide, Separated Bike Planning and Design Guide) should also be considered.

Question: Does the NCDOT Roadway Design Manual incorporate principles from National Association of City Transportation Officials (NACTO) and FHWA Guidance?

- The NCDOT Roadway Design manual is currently being updated. It will incorporate Complete Streets elements that may align with principles from NACTO and FHWA. FHWA guides and NACTO serve as supplemental references for street design and will be used in coordination with the NCDOT Roadway Design Manual and AASHTO guides.

Question: Will NCDOT consider improvements for rideshare, connected/autonomous, and electric vehicles as a component of Complete Streets?

- The Policy states that evolving transportation technology options are an integral part of the State’s transportation vision. The consideration of new transportation technologies will be guided by the availability of appropriate design guidance and standards. As stated in the Policy, “Planning, implementation and design guidelines will be updated periodically to address changes in Departmental policies and procedures and to reflect new transportation technologies and innovations.”

Administration

Question: How are NCDOT stormwater staff involved with complete streets and are there opportunities to incorporate innovative stormwater management within complete streets?

- NCDOT’s Hydraulics Unit will be consulted regarding collaborative approaches to incorporating complete streets elements in roadway projects.

Question: Is there an NCDOT, local, MPO, county, etc. staff group which will analyze this policy and decide how to address questions and policy gaps?

- A Technical Team comprised of representatives outlined in the Implementation Guide will continually meet to respond to external and internal policy related questions. The role of this group is to review and maintain the Implementation Guide, recommend updates and process improvements and establish performance metrics for implementation.