COMPLETE STREETS

NCDOT is committed to providing an efficient multimodal transportation network in North Carolina to safely meet the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities.

By the Numbers

North Carolina’s population of 10,542,548 is expected to top 12 million by 2035.

Active Drivers

- 2019: 7,182,201
- 2030: Projected population: 12,000,000

Population

- 2019: 2,470,938 18 & Younger, 1,733,460 65 & Older, 2,594,019 Total
- 2030: 1,733,460 65 & Older, 2,367,671 Total

By 2030 nearly half the population will be in age ranges where driving is either not an option or a diminishing option. Millennials will make up the largest portion of North Carolina population by 2035.

What’s New?

- NCDOT Complete Streets 2.0 Recommendations - Action Plan
- Complete Streets Policy (Adopted on August 8, 2019)
- Complete Streets Implementation Guide
- Frequently Asked Questions (FAQs)

Effective Date?

All STIP projects without a final environmental document are subject to the NCDOT Complete Streets Policy.

Projects submitted for prioritization require a Complete Streets Project Sheet as part of the submission process.

Complete Streets Policy 2.0

NCDOT planners, designers, and engineers are required to consider and incorporate multimodal facilities in the design and improvement of all appropriate transportation projects.

The Department is committed to collaborate with cities, towns, and communities to ensure planned pedestrian, bicycle, and transit options are included as an integral part of their total transportation vision.
The policy identifies sources for facility design guidance. Facilities proposed in plans and project development must reference the design guidance provided by:
- NCDOT Roadway Design Manual and Cross Sections
- American Association of Highway Transportation Officials
- National Association of City Transportation Officials
- Federal Highway Administration

**COMPLETE STREETS PROJECT SHEET**
Identifies planned and existing multimodal features of a proposed transportation project, and provides the ability to request exceptions to the policy, including:
- Unique site constraints
- Distance from existing/planned facilities
- Bicycle/Pedestrian prohibitions
- No existing/planned transit service
These are evaluated by the Complete Streets Review Team

**COMPLETE STREETS IMPACTS:**
- Planned multimodal facilities are consistently incorporated into NCDOT Planning and Project Development processes
- Multimodal considerations are consistently made during resurfacing and maintenance operations

**COST SHARE AND BETTERMENT**

<table>
<thead>
<tr>
<th>Pedestrian Facility</th>
<th>Bicycle Facility</th>
<th>Side Path</th>
<th>Greenway Crossing</th>
<th>Bus Pull Out</th>
<th>Bus Stop (pad only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Plan</td>
<td>NCDOT pays full cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Not in Plan, but Need Identified</td>
<td>Cost Share*</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Betterment</td>
<td>Local pays full cost</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

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

**Cost Share Formula**

<table>
<thead>
<tr>
<th>Population</th>
<th>NCDOT / Local Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; 100,000</td>
<td>80% / 20%</td>
</tr>
<tr>
<td>50,000 to 100,000</td>
<td>85% / 15%</td>
</tr>
<tr>
<td>10,000 to 50,000</td>
<td>90% / 10%</td>
</tr>
<tr>
<td>&lt; 10,000</td>
<td>95% / 5%</td>
</tr>
</tbody>
</table>

**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

**CONTACT**

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