NORTH CAROLINA
Department of Transportation

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.

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)

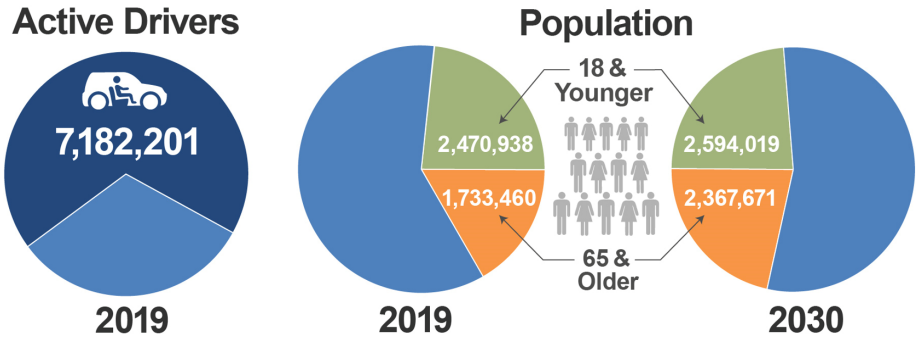
EFFECTIVE DATE?

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

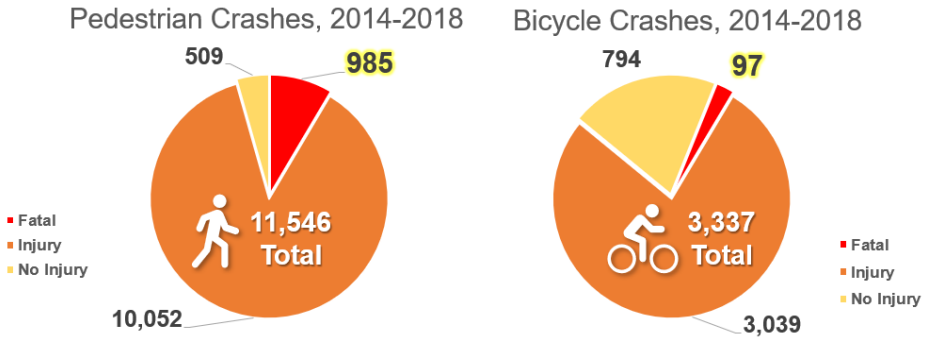
BY THE NUMBERS

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



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.

The Complete Streets policy aims to protect vulnerable users by providing additional multimodal facility options.



NC 7th highest total pedestrian fatalities by state

NC 8th highest rate of bicycle fatalities per capita

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.

DESIGN GUIDANCE

The policy identifies sources for facility design guidance. Facilities proposed in plans and project development must reference the design guidance provided by:

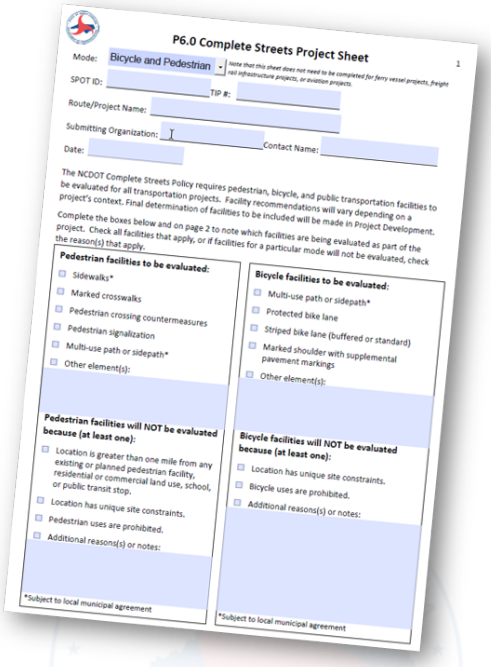
- NCDOT Roadway Design Manual and Cross Sections
- American Association of Highway Transportation Officials
- National Association of City Transportation Officials
- Federal Highway Administration

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



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:

- ☐ Sidewalks*
- ☐ Marked crosswalks
- ☐ Pedestrian crossing countermeasures
- ☐ Pedestrian signalization
- ☐ Multi-use path or sidepath*
- ☐ Other element(s):

Pedestrian facilities will NOT be evaluated because (at least one):

- ☐ Location is greater than one mile from any existing or planned pedestrian facility, residential or commercial land use, school, or public transit stop.
- ☐ Location has unique site constraints.
- ☐ Pedestrian uses are prohibited.
- ☐ Additional reason(s) or notes:

*Subject to local municipal agreement

Bicycle facilities to be evaluated:

- ☐ Multi-use path or sidepath*
- ☐ Protected bike lane
- ☐ Striped bike lane (buffered or standard)
- ☐ Marked shoulder with supplemental pavement markings
- ☐ Other element(s):

Bicycle facilities will NOT be evaluated because (at least one):

- ☐ Location has unique site constraints.
- ☐ Bicycle uses are prohibited.
- ☐ Additional reason(s) or notes:

*Subject to local municipal agreement

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

- 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

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

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