

NCDOT July 2009 Board of Transportation Agenda

Division of Bicycle and Pedestrian Transportation

Complete Streets Policy

Board approval is requested for adoption of the Complete Streets Policy.

A. Definition

Complete Streets is North Carolina's approach to interdependent, multi-modal transportation networks that safely accommodate access and travel for all users.

B. Policy Statement

Transportation, quality of life, and economic development are all undeniably connected through well-planned, well-designed, and context sensitive transportation solutions. To NCDOT, the designations "well-planned", "well-designed" and "context-sensitive" imply that transportation is an integral part of a comprehensive network that safely supports the needs of the communities and the traveling public that are served.

The North Carolina Department of Transportation, in its role as stewards over the transportation infrastructure, 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;
- caring for the built and natural environments by promoting sustainable development practices that minimize impacts on natural resources, historic, businesses, residents, scenic and other community values, while also recognizing that transportation improvements have significant potential to contribute to local, regional, and statewide quality of life and economic development objectives;
- working in partnership with local government agencies, interest groups, and the public to plan, fund, design, construct, and manage complete street networks that sustain mobility while accommodating walking, biking, and transit opportunities safely.

This policy requires that NCDOT's planners and designers will consider and incorporate multimodal alternatives in the design and improvement of all appropriate transportation projects within a growth area of a town or city unless exceptional circumstances exist. Routine maintenance projects maybe excluded from this requirement; if an appropriate source of funding is not available.

C. Purpose

This policy sets forth the protocol for the development of transportation networks that encourage non-vehicular travel without compromising the safety, efficiency, or function of the facility. The purpose of this policy is to guide existing decision-making and design processes to ensure that all users are routinely considered during the planning, design, construction, funding and operation of North Carolina's transportation network.

D. Scope and Applicability

This policy generally applies to facilities that exist in urban or suburban areas, however it does not necessarily exclude rural setting; and is viewed as a network that functions in an interdependent manner.

There are many factors that must be considered when defining the facility and the degree to which this policy applies, e.g., number of lanes, design speeds, intersection spacing, medians, curb parking, etc. Therefore, the applicability of this policy, as stated, should be construed as neither comprehensive nor conclusive. Each facility must be evaluated for proper applicability.

Notwithstanding the exceptions stated herein, all transportation facilities within a growth area of a town or city funded by or through NCDOT, and planned, designed, or constructed on state maintained facilities, must adhere to this policy.

E. Approach

It is the Department's commitment to collaborate with cities, towns, and communities to ensure pedestrian, bicycle, and transit options are included as an integral part of their total transportation vision. As a partner in the development and realization of their visions, the Department desires to assist localities, through the facilitation of long-range planning, to optimize connectivity, network interdependence, context sensitive options, and multimodal alternatives.

F. Related Policies

This policy builds on current practices and encourages creativity for considering and providing multi-modal options within transportation projects, while achieving safety and efficiency.

Specific procedural guidance includes:

- Bicycle Policy (adopted April 4, 1991)
- Highway Landscape Planting Policy (dated 6/10/88)
- Board of Transportation Resolution: Bicycling & Walking in North Carolina, A Critical Part of the Transportation System (adopted September 8, 2000)
- Guidelines for Planting within Highway Right-of-Way
- Bridge Policy (March 2000)
- Pedestrian Policy Guidelines –Sidewalk Location (Memo from Larry Goode, February 15, 1995)
- Pedestrian Policy Guidelines (effective October 1, 2000 w/Memo from Len Hill, September 28, 2000)
- NCDOT Context Sensitive Solutions Goals and Working Guidelines (created 9-23-02; updated 9-8-03)

G. Exceptions to Policy

It is the Department's expectation that suitable multimodal alternatives will be incorporated in all appropriate new and improved infrastructure projects. However, exceptions to this policy will be considered where exceptional circumstances that prohibit adherence to this policy exist. Such exceptions include, but are not limited to:

- facilities that prohibit specific users by law from using them,
- areas in which the population and employment densities or level of transit service around the facility does not justify the incorporation of multimodal alternatives,

It is the Department's expectation that suitable multimodal alternatives will be incorporated as appropriate in all new and improved infrastructure projects within a growth area of a town or city.

As exceptions to policy requests are unique in nature, each will be considered on a case-by-case basis. Each exception must be approved by the Chief Deputy Secretary.

Routine maintenance projects maybe excluded from this requirement; if an appropriate source of funding is not available.

H. Planning and Design Guidelines

The Department recognizes that a well-planned and designed transportation system that is responsive to its context and meets the needs of its users is the result of thoughtful planning. The Department further recognizes the need to provide planners, designers and decision-makers with a framework for evaluating and incorporating various design elements into the planning, design, and construction phases of its transportation projects. To this end, a multi-disciplined team of stakeholders, including transportation professionals, interest groups, and others, as appropriate, will be assembled and charged with developing comprehensive planning and design guidelines to support this policy.

These guidelines will describe the project development process and incorporate transparency and accountability where it does not currently exist; describe how (from a planning and design perspective) pedestrians, bicyclists, transit, and motor vehicles will share roads safely; and provide special design elements and traffic management strategies to address unique circumstances.

An expected delivery date for planning and design guidelines will be set upon adoption of this policy.

I. Policy Distribution

It is the responsibility of all employees to comply with Departmental policies. Therefore, every business unit and appropriate private service provider will be required to maintain a complete set of these policies. The Department shall periodically update departmental guidance to ensure that an accurate and up-to-date information is maintained and housed in a policy management system.

J. Declaration of Policy

J. Douglas Galyon
J. Douglas Galyon, Chairman
Board of Transportation

July 9 2009
Date

Eugene A. Conti
Eugene A. Conti, Secretary

7/9/2009
Date

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