



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?

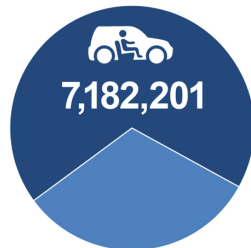
All STIP projects without a final environmental document are subject to the NCDOT Complete Streets Policy

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

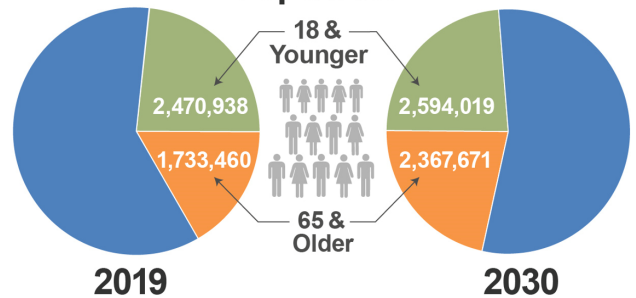
BY THE NUMBERS

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

Active Drivers



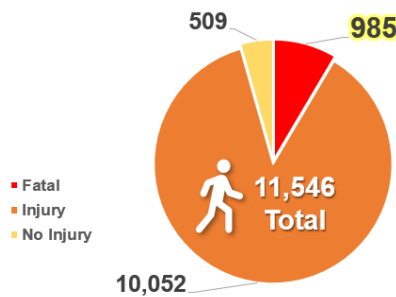
Population



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.

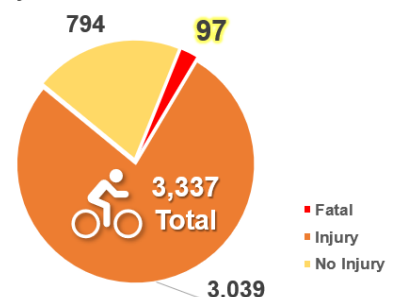
The Complete Streets policy aims to protect vulnerable users by providing additional multimodal facility options.

Pedestrian Crashes, 2014-2018



NC 7th highest total pedestrian fatalities by state

Bicycle Crashes, 2014-2018



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:

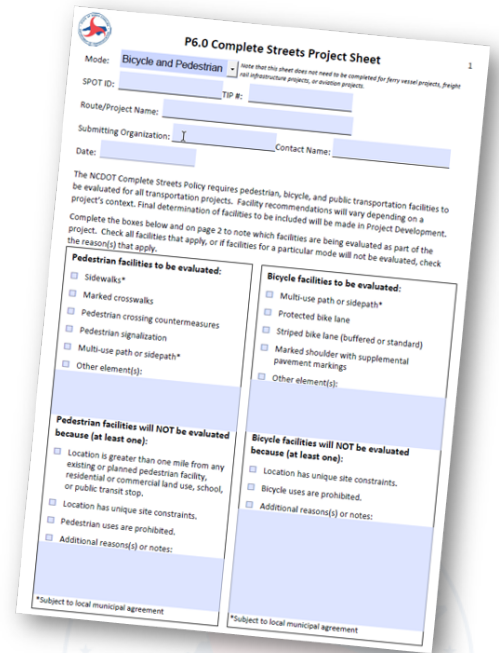
- NCDOT Roadway Design Manual and Cross Sections
- American Association of Highway Transportation Officials
- National Association of City Transportation Officials
- Federal Highway Administration

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



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	In Plan	• NCDOT pays full cost
Bicycle Facility	Not in Plan, but Need Identified	• Cost Share*
Side Path	Betterment	• Local pays full cost
Greenway Crossing		
Bus Pull Out		
Bus Stop (pad only)		

*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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