

What does this update
mean for Durham
County?

2019 NCDOT Complete Streets Policy

2009 NCDOT Policy



- Promoted better transportation for all modes (pedestrian, bicycle, transit)
- Replaced multi-modal facilities for highway projects where:
 - Existing facilities were **disturbed**
 - Municipality agreed to **reimburse** the NCDOT's development costs
- Placed responsibility on surrounding community to maintain all facilities
- Limited NCDOT responsibility for construction of bridge facilities
 - Only if curb and gutter infrastructure exist
- Created a multidisciplinary team of transportation professionals & stakeholders to develop the 2012 design guidelines and review exemptions

Complete Streets Policy Update

August 8th, 2019

Policy Update aims to better...

- Assist engineers & planners to consider all modes as projects are being developed
- Enhance planning, programming, design & maintenance processes to incorporate other modes for NCDOT projects
 - **Widenings**
 - **New roads**
 - **Resurfacings**



Benefits of the New Policy

- Makes it easier for travelers to get where they need to go
- Encourages the use of alternative forms of transportation
- Improves safety for pedestrians, cyclists, and motorists
- Increases connectivity between neighborhoods, street, and transit systems

Cost Share

- 3 cost share schemes & 6 different facility types
- All NCDOT projects found in local, State or Regional plans are funded by NCDOT
- Cost Sharing:
 - Identified Needs
 - Exception: bicycle facility needs
 - Betterment projects

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

Betterment Projects

- Examples:
 - Multi-modal improvements exceeding state or local recommendations requiring added roadway width or ROW
 - Aesthetic materials and treatments
 - Landscaping & lighting in excess of standard treatments
- Durham Betterment facilities require 20% local cost share

Betterment Cost Share		
Municipal Population	Cost Participation	
	NCDOT	Local
> 100,000	80%	20%
50,000 to 100,000	85%	15%
10,000 to 50,000	90%	10%
< 10,000	95%	5%

Bridges

- NCDOT responsible for the full cost of bridges & any alternative facility requiring equal or lesser ROW
- Sufficient width will be provided for bike, ped or multi-use path needs



Maintenance

6.2 Maintenance

Bicycle and pedestrian improvements within a municipal boundary are subject to local maintenance. A local maintenance agreement will be executed prior to the completion of a construction project.

In instances where a local maintenance agreement is not executed to maintain a bicycle or pedestrian facility, NCDOT will maintain the facility after construction if the bicycle or pedestrian facility lies within NCDOT right-of-way.

Takeaways:

- Projects within municipal boundaries require local maintenance agreement
- County Complete Streets projects will be maintained by NCDOT

Exceptions

- Facilities that prohibit specific users by law
- Areas in which the population & employment densities or level of transit service does not justify the production of a multimodal facilities
- Emergency repairs that require immediate attention
- The Complete Streets Review Team will review exceptions on a case-by-case basis

Current Projects Affected

- **Glover Rd Bridge Project**
 - Width provided for bike lanes & future sidewalks
 - NCDOT would bear full cost
- **Wrenn Rd Connector Project**
 - Berm width for curb, gutter & sidewalk for potential future development
 - NCDOT will include changes to construction if standard policy is requested
- **Cornwallis Rd Grade Separation Project of the NCRR corridor**
 - Address safety needs & eliminate car/train conflicts
 - Potential NCDOT funding for multi-modal ROW improvements
- **US 70 Improvements**
 - NCDOT will provide six through lanes and a median in the corridor
 - Opportunity to use current US 70 alignment as bike/ped facility or local access road and include transit facility elements

Questions?

1. The maintenance policy language implies that bicycle / pedestrian improvements outside a municipal boundary and within NCDOT right-of-way are not subject to a local maintenance agreement, which implies that NCDOT would maintain the infrastructure. Does this mean the County would not be responsible for maintenance?
2. If a developer builds a sidewalk or side path within the NCDOT right-of-way in the County, who would maintain it?
3. Does the second exception, “Areas in which the population & employment densities or level of transit service does not justify the production of a multimodal facilities ”, mean that NCDOT will not build / maintain facilities in the County where densities are low? Is there a density requirement – how low is too low?
4. How will the review team decide if there are conflicts between exceptions and facilities which are in state, local or federal plans?
5. For betterment cost sharing, how does the unincorporated County fit in? What would be its cost share?
6. Do projects have to be in the NCDOT right of way to receive full NCDOT funding? What if the plan calls for a multi-use path that must be built outside of the right-of-way or parts of it are built in an easement?
7. The 2012 Complete Streets Planning and Design Guidelines have been superseded and eliminated. When will the new complete streets planning and design guidelines be released?
8. When the implementation Guide refers to landscaping and lighting betterments, does this refer only too landscaping and lighting betterments that are part of Complete Streets Projects, or to all landscaping and lighting betterments? For instance, if landscaping is being requested on a freeway, would this policy or other policies apply?

[Link to 2019 NCDOT Complete Streets Policy](#)