



# Complete Streets




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- **Complete Streets:** roads planned, designed, and operated to enable safe, attractive, and comfortable access and travel for all users including pedestrians, bicyclists, transit users, and motorists





## What are elements of Complete Streets?





- Functional Landscaping
- Good Lighting
- Bus Shelters and Pullouts
- Good Signage
- Adequate Vehicle Accommodations
- Wide Median for Traffic Calming
- Well Defined Bike Lanes
- Accessible Crosswalks
- Wide Sidewalks with Buffer

Provided by Federal Highway Administration



## NC Complete Streets Policy

- Board of Transportation (BOT) Policy Development Directive - January 2009, Adopted by BOT - July 2009
- One of the first State's in Nation with a Complete Streets Policy
- Policy aligns with USDOT Secretary's Vision for Livable Communities
- Policy supports new Sustainable Communities Task Force legislation


## NC Sustainable Communities Task Force Principles

- Better transportation choices
- Equitable, affordable housing
- Enhanced economic competitiveness
- Support of existing communities
- Coordinate and leverage State policies and investment
- Recognize and support communities and neighborhoods





## Policy Requires NCDOT

- To consider the needs of all users on new and improved infrastructure projects
- To consider and incorporate multi-modal alternatives in planning and design
- To collaborate with local areas to ensure local plans and options are included







## Policy Benefits

- Improved network safety and mobility for all users
- Enhanced access to and connectivity between modes
- Increase use of alternative forms of transportation (positive impacts on physical health)
- Improved statewide quality of life, air quality, growth and economic development





## Policy Implementation

- Next Step - Developing planning and design guidelines to support policy implementation
- Advisory Group and Consultant
  - Develop products that integrate policy requirements into NCDOT work processes and design standards
  - Solicit stakeholder input and involvement





## Policy Implementation



**Advisory Group Includes:**


NCDOT

Bicycle and Pedestrian, Field Operations and Maintenance, Roadway Design, Transportation Planning, Transportation Mobility and Safety, Project Development and Environmental Analysis, Public Transit, Rail Division

Rural Planning Organizations, Metropolitan Planning Organizations, Municipal Government, County Government, Regional Transit



Federal Highway Administration  
Federal Transit Administration



## Implementation Timeline

- June – Sept '10 – Visioning, Defining Complete Streets, Data Collection (Best Practices), Analysis with Local Stakeholders
- Sept – Dec '10 – Planning and Design Guidelines Development, Public Outreach, and Testing (pilot projects)
- Jan '11 – March '11 – Complete Streets Guidance Deployment (Outreach, Training, Performance)


## Obstacles to Implementation

- Auto-oriented mindset (State & Local)
- Change – implementing new processes
- Right-of-way limitations
- Funding Challenges
- Non-existent or inconsistent local land use planning






## Action by Stakeholders

- Follow process, provide input
- Educate and raise awareness
- Reaffirm/strengthen policies
- Develop design guidelines









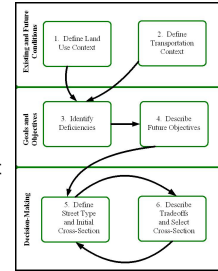
## Our Current Strategy to Create Complete Streets

- Develop solutions based on local land use context/plans, transportation needs, and stakeholder input
- Not a "One Size Fits All" Approach
- Melding of Complete Streets requires using a Defined Process



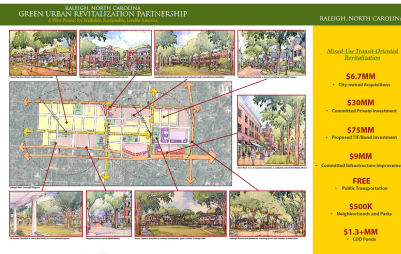
## Envisioned Process

- Define Land Use Context and Transportation Context
- Identify Deficiencies and Describe Future Objectives
- Define Street, Initial Vision, Describe Trade-offs and Select the Street Cross-section



## Questions ?

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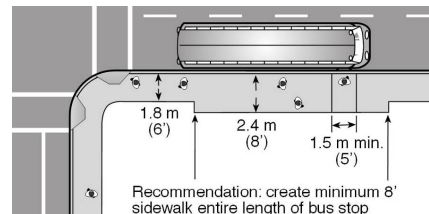


College Park Example: Integrating Transit and Housing



## Implementation of Complete Streets (Transit Examples)

Transit Planning and Design should not end at the stop or station, but should be extended into the surrounding community



Sidewalks should be wide enough to provide space for waiting, boarding and passing. Widen beyond ADA minimum for a wheelchair pad.





