

Questions About NCDOT's New Complete Streets Policy and Implementation Guide

1. NCDOT may pay for some bike-ped improvements for highway projects, so long as the improvement is shown in an adopted local, state, or federal plan. Otherwise inclusion would be considered a betterment and subject to the appropriate match. Does the type of plan matter? Bike, greenway, sidewalk? MTP/CTP?
2. The maintenance policy language implies that bicycle and pedestrian improvements outside a municipal boundary and within NCDOT right-of-way are not subject to a local maintenance agreement, so NCDOT would maintain the infrastructure. Does this mean that a County would not be responsible for maintenance?
3. If a developer builds a sidewalk or side path within NCDOT right-of-way in the County (outside a municipality), who would maintain it?
4. Does the second exception in the Policy, "Areas in which the population & employment densities or level of transit service does not justify the production of multimodal facilities", mean that NCDOT will not build / maintain facilities in an area where densities are low? Is there a density requirement – how low is too low?
5. How will the review team make a decision if there are conflicts between exceptions and facilities which are in state, local, or federal plans?
6. For betterment cost sharing, how does an unincorporated area of a County fit in? What would be its cost share?
7. Do facilities have to be completely within NCDOT right of way in order to be maintained by NCDOT? What if the plan calls for a multi-use path and parts of it are built in an easement?
8. The 2012 Complete Streets Planning and Design Guidelines have been superseded and eliminated. When will new complete streets planning and design guidelines be released?
9. When the Implementation Guide refers to landscaping and lighting betterments, does this refer only to 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 the Complete Streets policy or other policies apply?
10. Do the new Complete Streets Policy and Implementation Guide apply only to projects submitted for P6.0 and not P5.0?
11. Does the 80/20 funding formula still apply to independent bike-ped projects?
12. How might the Complete Streets Policy inform a roundabout design that scores well for vehicular capacity? Does the new policy address any treatments for roundabouts, such as lighting, landscaping, and bicycle and pedestrian facilities?
13. Do the new Complete Streets Policy and Implementation Guide address (1) lighting under bridges and (2) public art provided as part of a complete streets project?