



North Carolina DOT
completestreets

Collaborative Approaches to Advance Complete Streets

Module 1 – Welcome and Overview





North Carolina DOT
complete streets

Workshop Overview



Workshop Facilitators

UNC Highway Safety Research Center

VHB

Ramey Kemp & Associates

Who's here today?

With your group, please share:

- Your Name
- Your Organization and Role
- One thing you hope to get out of this workshop



Workshop Overview

- Why are we here today?
 - Establish a shared definition of complete streets
 - Equip various stakeholders with the tools you need to support complete streets implementation
 - Foster relationships between different organizations to facilitate more partnership and collaboration

Agenda

- Defining Complete Streets
- Process: How a Plan Becomes a Project
- Networking Lunch
- Influencing Complete Streets
- Action Planning

Ground Rules

- This is a workshop - be prepared to work!
 - Part of the work is to speak up
- Explain any jargon and acronyms
- It's okay to disagree without being disagreeable
 - Avoid naming names



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Defining Complete Streets



Example - East Boulevard, Charlotte

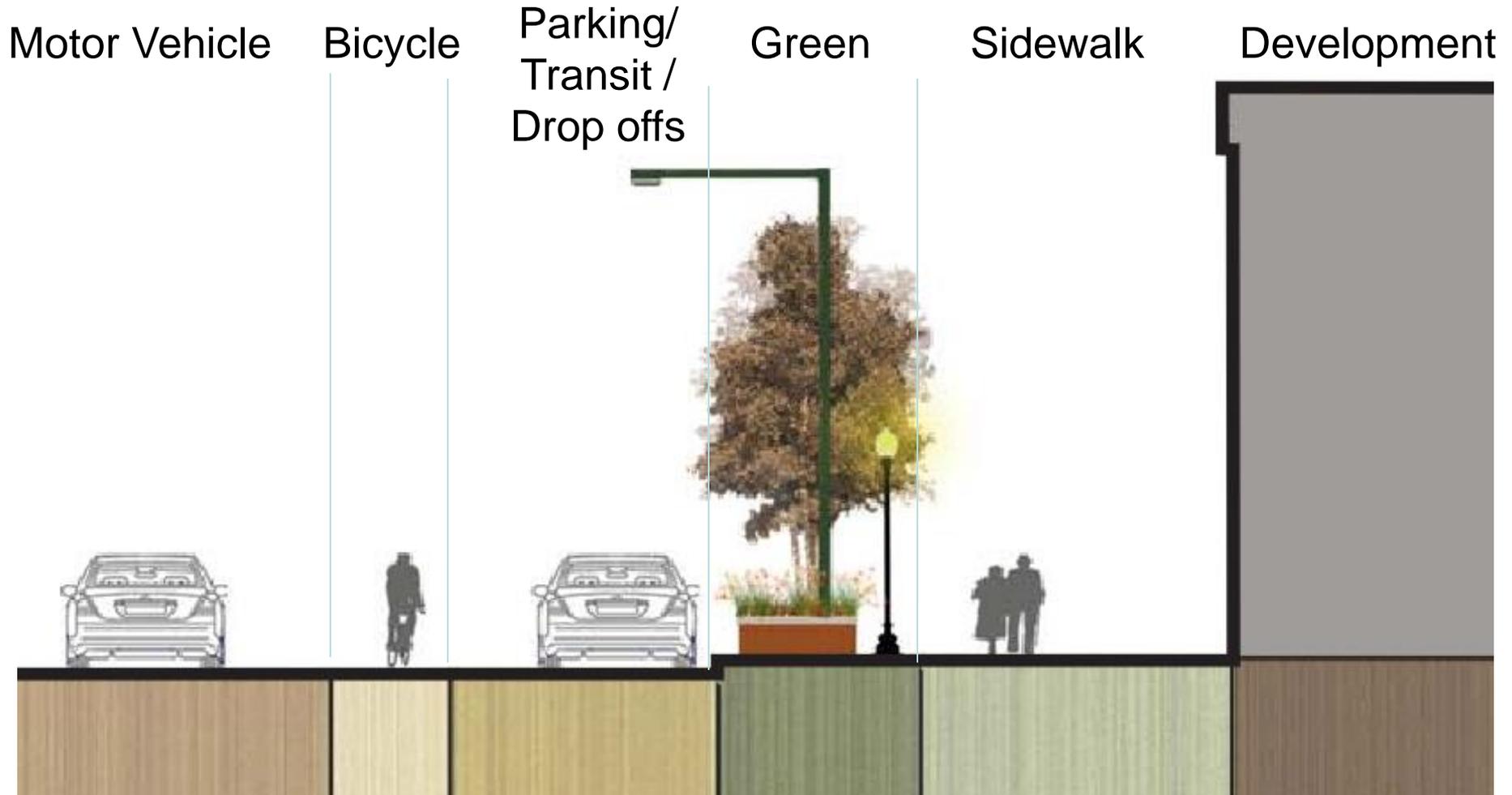


NC Complete Streets Policy

...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...

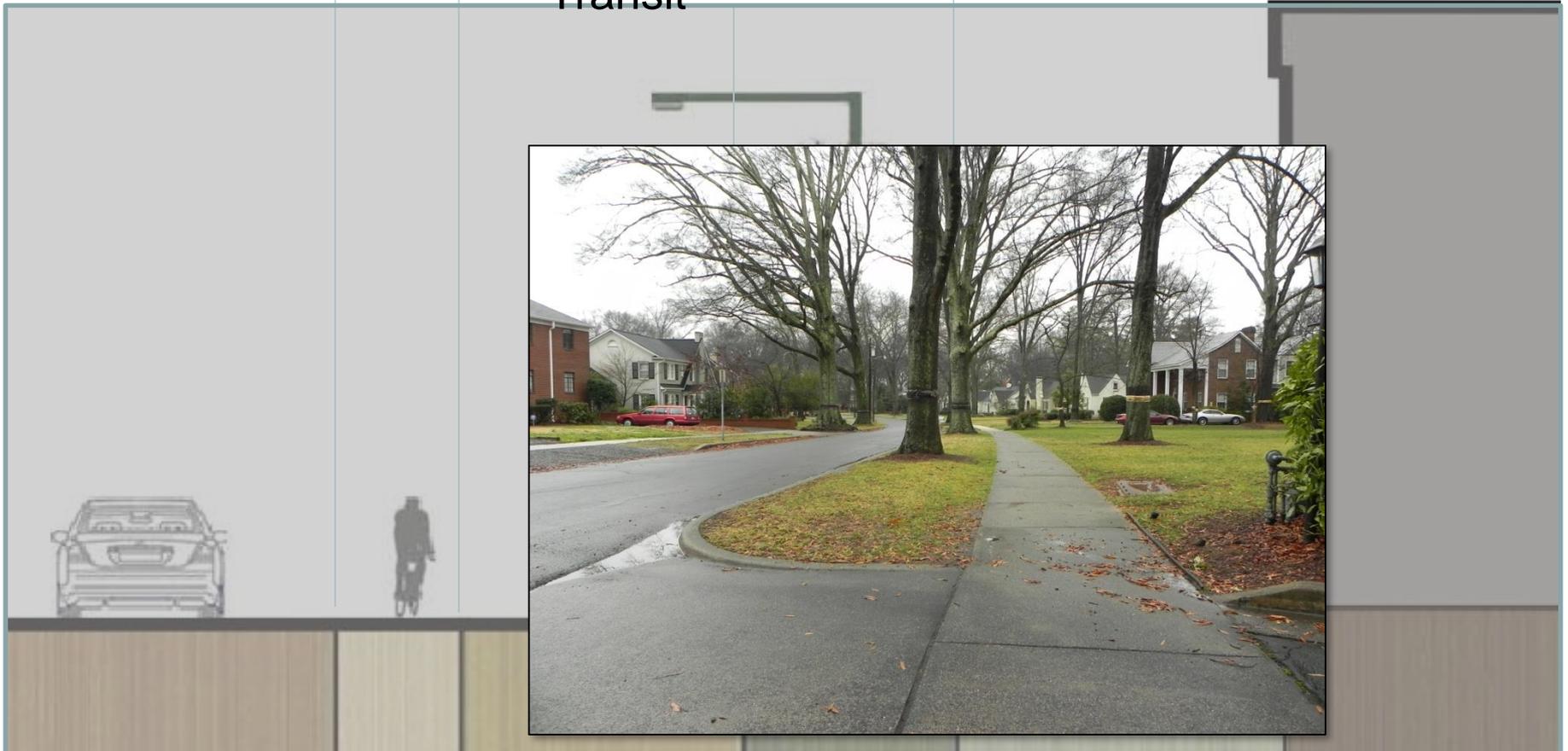
- NCDOT Complete Streets policy statement

What Makes a Street Complete?



Complete Streets Have Buffers

Motor Vehicle Bicycle Parking/
Transit **Green** Sidewalk Development



Suburban



Clanton Road, Charlotte, North Carolina

Image: Jay Bennett

Urban



BEFORE

N 130th Street, Seattle, Washington
Courtesy of National Complete Streets Coalition



INTERIM

N 130th Street, Seattle, Washington
Courtesy of National Complete Streets Coalition



AFTER

N 130th Street, Seattle, Washington
Courtesy of National Complete Streets Coalition

Urban



BEFORE

6th Ave S, Seattle, Washington
Courtesy of National Complete Streets Coalition

AFTER

Urban



BEFORE

Nickerson St, Seattle, Washington
Courtesy of Seattle Department of Transportation



AFTER

Nickerson St, Seattle, Washington
Courtesy of Seattle Department of Transportation

Urban



BEFORE

Dexter Ave, Seattle, Washington
Courtesy of Toole Design Group/PBIC



AFTER

Dexter Ave, Seattle, Washington
Courtesy of Toole Design Group/PBIC



Rural

Cedar Rapids, Iowa
PBIC Image Library / Brandon Whyte

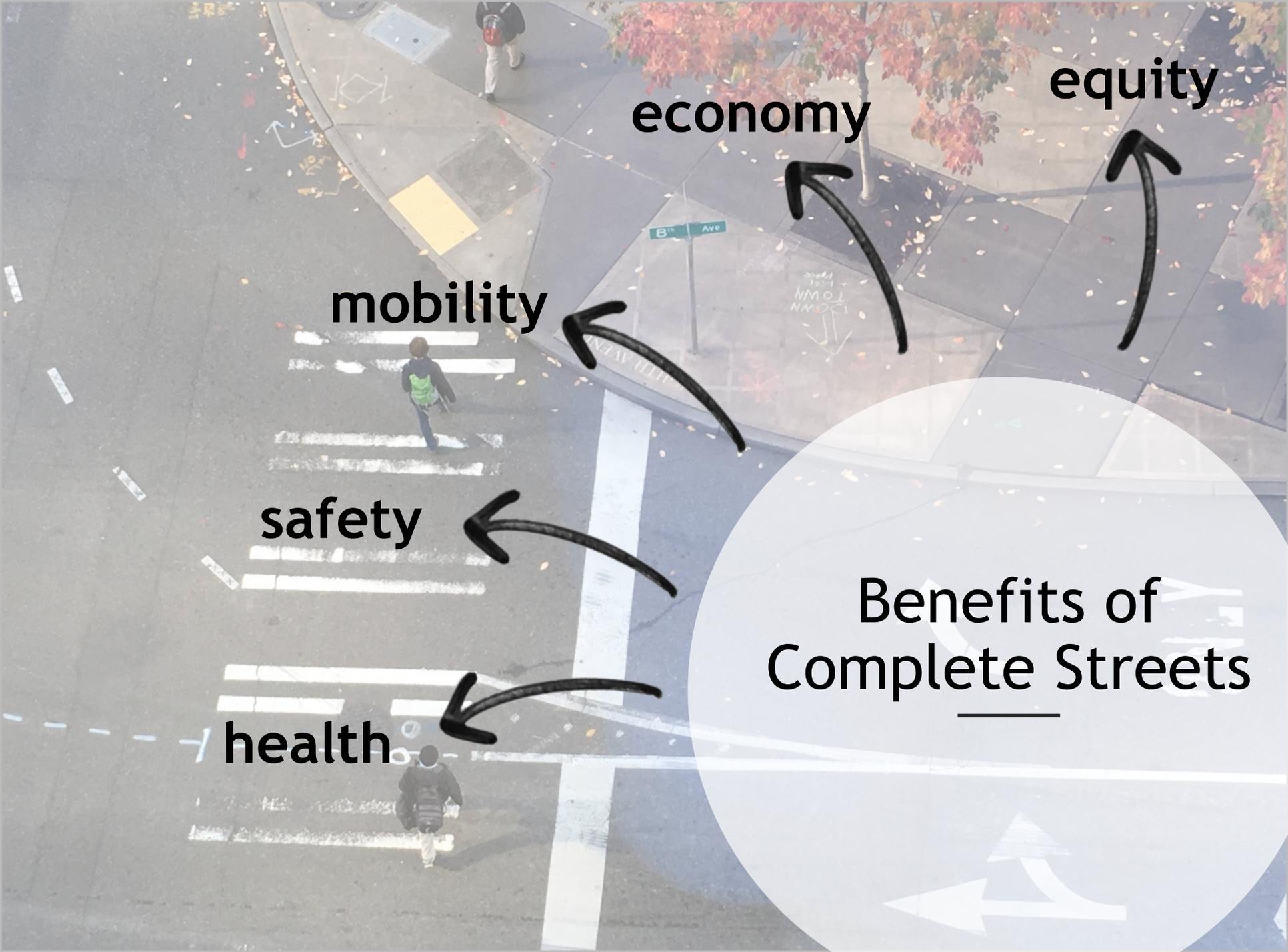


Rural

Brevard, North Carolina
PBIC Image Library / Reuben Moore

A photograph of a city street scene. In the foreground, there is a concrete sidewalk with two young trees planted in individual tree pits. A blue metal bench is positioned on the right side of the sidewalk. To the left, a white street lamp stands on a concrete base. In the background, a multi-story building with large windows is visible. The windows are covered with light blue plastic sheeting, which is secured with yellow tape. The overall scene suggests a city undergoing renovation or construction.

Why Complete Streets?



economy

equity

mobility

safety

health

**Benefits of
Complete Streets**

5 Common Complete Streets Myths



Complete Streets Is...

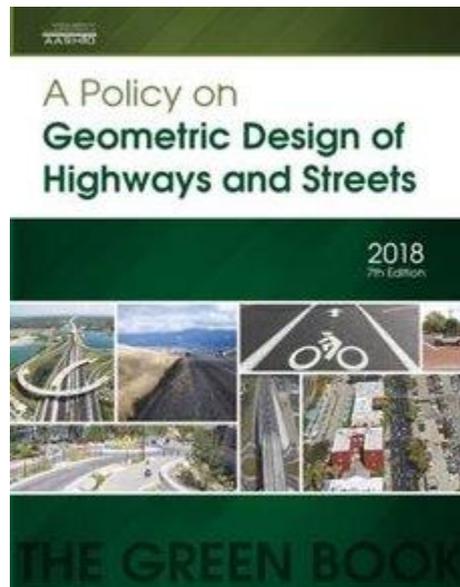
- A State policy
- A process for planning and developing transportation projects
- Supported by **implementation guidelines**
- Applicable to all **roadway projects**
- Being improved

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

NCDOT Complete Streets policy definition



Supported by Implementation Guidelines



Category	Density	Land Use	Setback
Rural	Lowest (few houses or other structures)	Agricultural, natural resource preservation, and outdoor recreation uses with some isolated residential and commercial	Usually large setbacks
Rural Town	Low to medium (single-family houses and other single-purpose structures)	Primarily commercial uses along a main street (some adjacent single-family residential)	On-street parking and sidewalks with predominately small setbacks
Suburban	Low to medium (single- and multifamily structures and multistory commercial)	Mixed residential neighborhood and commercial clusters (includes town centers, commercial corridors, big box commercial and light industrial)	Varied setbacks with some sidewalks and mostly off-street parking
Urban	High (multistory, low-rise structures with designated off-street parking)	Mixed residential and commercial uses, with some institutional and industrial and prominent destinations	On-street parking and sidewalks with mixed setbacks
Urban Core	Highest (multistory and high-rise structures)	Mixed commercial, residential and institutional uses within and among predominately high-rise structures	Small setbacks with sidewalks and pedestrian plazas

URBAN
STREET
DESIGN
GUIDELINES



Adopted by Charlotte City Council
October 22, 2007

Local agencies who adopt CS approach for subdivision ordinances and street design guidelines implement through the land development process

City of Charlotte

Re-evaluating Complete Streets policies

2018 evaluation identified opportunities to enhance policies and support implementation of the State's Complete Streets Policy

NCDOT Complete Streets Evaluation



Prepared for
North Carolina Department of Transportation

Prepared by
WSP USA

July 2018



Recommendations from Evaluation

Create internal Core Technical Team (CTT)

Review Cost-Share Requirements

Update and Strengthen Policy Language

Examine/Update other Policies and Processes

Embed CS Elements in Project Delivery

Activity: Complete Streets Benefits

- Which of the benefits of Complete Streets resonates most in your community? For you and your organization?
- Share with your group and prepare to report out