



North Carolina DOT
completestreets

Collaborative Approaches to Advance Complete Streets

Module 2 – Navigating the Process





North Carolina DOT
complete streets

How a Plan Becomes a Project



Objectives

- Identify opportunities for creating plans for complete streets projects
- Understand the primary roles of local agencies, NCDOT, and community leaders for complete streets implementation
- Explain the general phases for the development of a complete streets project

How a Plan Becomes a Project

- Long-range process features numerous opportunities to get involved and influence decisions
- Short-term opportunities also exist for complete streets implementation
- We'll focus on identifying critical points and opportunities for everyone to get involved



WARNING

- We are entering the land of acronyms

STIP

MTP

LOS

STI

ROW

NEPA

SPOT

TAC

CTP

- Keep language clear and jargon-free

Collaboration is Key

- Collaboration between agencies and organizations is central to complete streets implementation

**Local
Agencies**

**MPOs
& RPOs**

**NCDOT
Division**

**Elected
Officials**

**Advisory
Boards**

NCDOT

**Local
Businesses**

Residents

**Nonprofit &
Advocacy**

1. planning



How a Plan
Becomes a Project

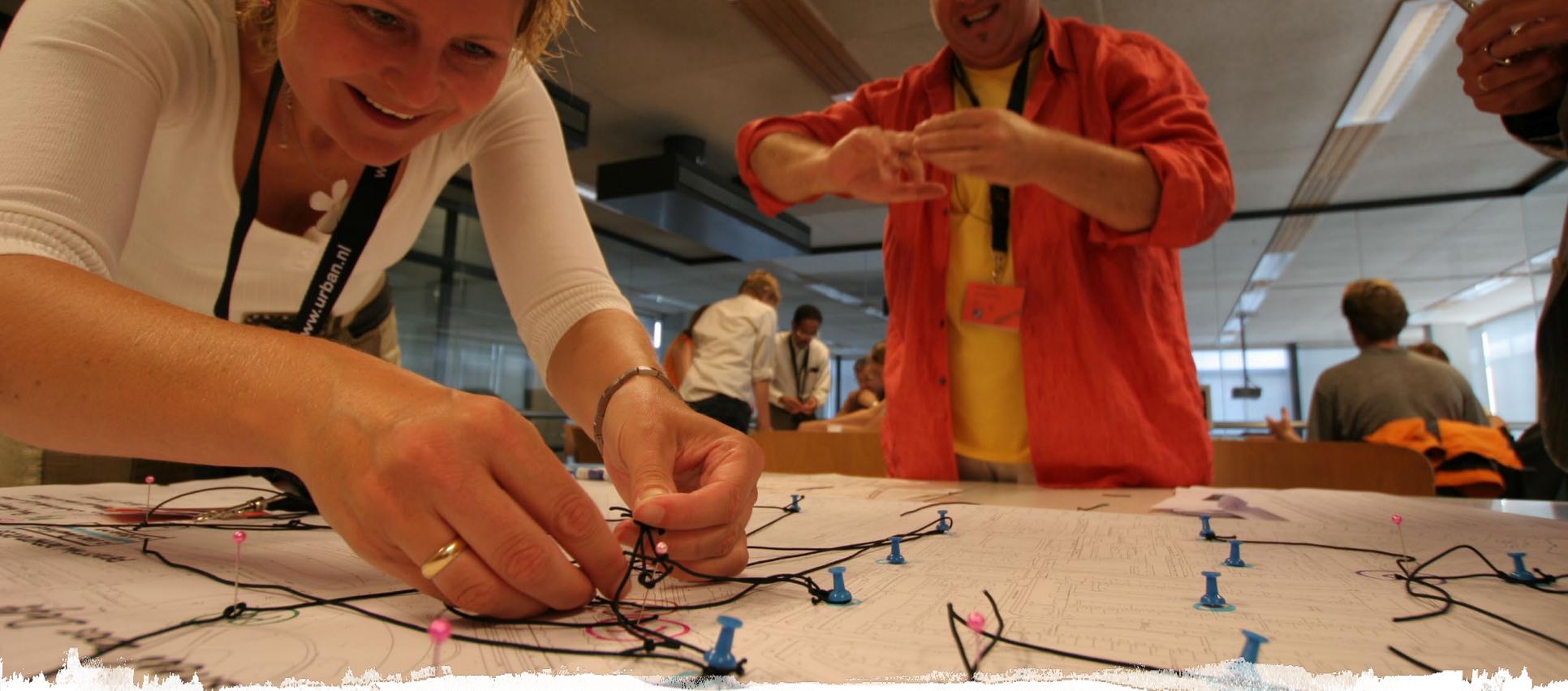


Step 1 - Planning

- Planning allows communities to document their vision and goals for the transportation network
- No matter your position, this is the BEST opportunity to engage and support complete streets
- Most NCDOT projects must come from an adopted transportation or other plan for funding consideration

Types of Plans

- Pedestrian/Bicycle Plans
- Comprehensive Transportation Plans (CTP)
- Metropolitan Transportation Plans (MTP)
- Comprehensive (General) Plans
- Corridor Studies
- Ped/Bike Road Safety Audits
- Feasibility Studies
- Area Plans
- Streetscape Plans
- Transit Plans



What is Your Local Plan?

- Do you have one? Several?
- How were you involved in its development?
- What do you think about the recommendations?
- Is it being implemented?

Planning Resources

- NCDOT Bicycle and Pedestrian Division sponsors planning grants to support development of plans
- Assessment of plans adopted since 2008:

KEY FINDINGS:



123 PLANS

generated over

500 STI PROJECTS

submitted for funding in the STIP and

39

projects generated by these plans have been funded in the 2018-2027 STIP

30

communities completed 1-4 projects from their adopted plans

37

communities completed 5-9 projects from their adopted plan

24

communities completed 10 or more projects from their adopted plan

1. planning

2. prioritization

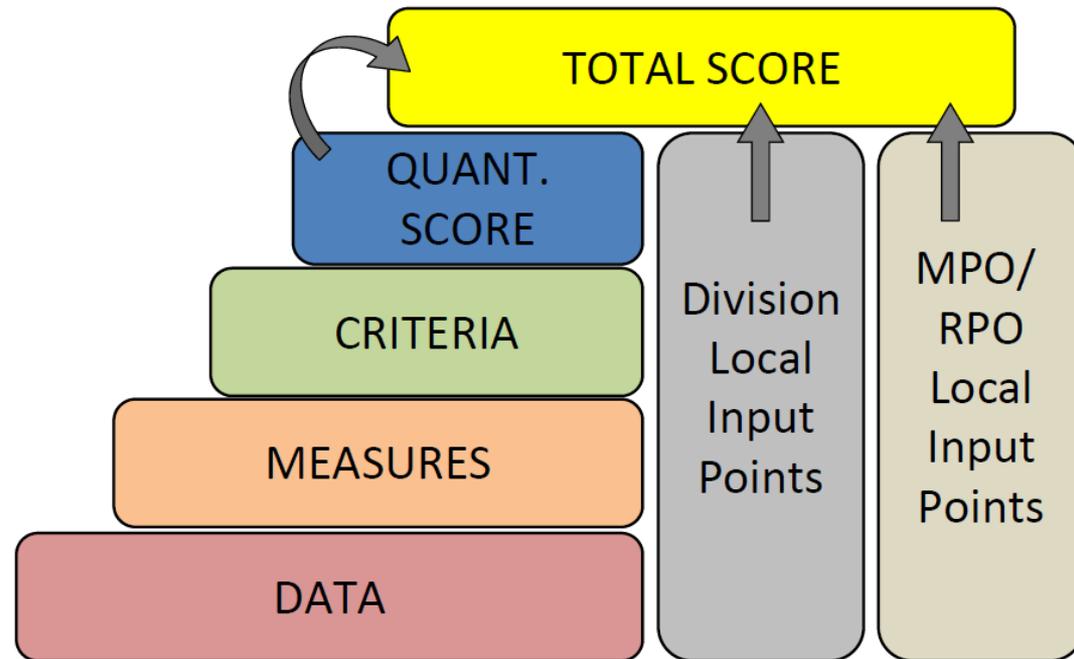


How a Plan
Becomes a Project

Step 2 - Prioritization

- Prioritization begins at the local level
- Critical step that informs which projects from your community's plans are integrated into the STIP

State
Transportation
Improvement
Program



Prioritization Timeline

Every two years...

- MPOs and RPOs compile lists of candidate projects from CTPs and other plans
- Lists are prioritized, in consultation with the NCDOT Division
- Projects are submitted through the **SPOT** process per the appropriate mode-project type
- Most projects compete for limited funding, regardless of mode

Engagement Opportunities

- Opportunities to get involved in prioritization are often missed
- Help your local agencies compile lists of projects for inclusion in the STIP
- Attend MPO/RPO TCC or TAC meetings (generally every other month) to follow the process and demonstrate support for complete streets projects

1. planning

2. prioritization

3. programming

How a Plan
Becomes a Project

Programming

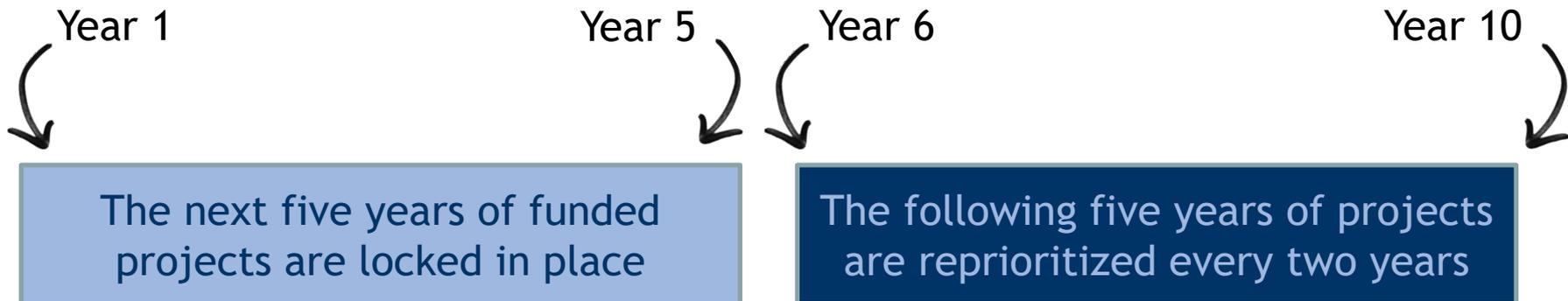
- Programming refers to the process NCDOT uses to integrate prioritized projects into its five-year work plan
- Projects are further divided in the STIP into phases for programmed funds (i.e. feasibility study, preliminary engineering, right-of-way, construction)
- Most major NCDOT projects will be evaluated for preliminary issues and impacts before official project initiation

What is the STIP?

State
Transportation
Improvement
Program

=

NCDOT's 10-year
plan for funding
and constructing
transportation
projects



Example from STIP

DURHAM	SR 1118 (FAYETTEVILLE ROAD)	U-6021	WOODCROFT PARKWAY TO BARBEE ROAD IN DURHAM. WIDEN TO 4-LANE DIVIDED FACILITY WITH BICYCLE / PEDESTRIAN ACCOMMODATIONS.	1.4	20039
		DIV			





What has been your experience getting involved in prioritization and project selection or programming?

1. planning

2. prioritization

3. programming

**4. project
development**

**How a Plan
Becomes a Project**



Step 4 - Project Development

- Concepts and recommendations are turned into detailed plans and designs
 - Project scoping
 - Community, environmental and right-of-way impacts
 - Public involvement
 - Agency consultation

Design Input Team

- The NCDOT Project Manager or design team shepherds the project through the Development process
- The team includes:
 - NCDOT Division Staff
 - NCDOT Staff from Planning, Environmental Analysis, Bike/Ped, etc.
 - Local agencies
 - Natural and cultural resource agencies
 - MPO/RPO

Phase I - Scoping

The project scope is expanded with more detailed information

Design input team collects data, input and feedback about:

- Existing conditions and context
- Current and future user needs
- Future development and community's vision for the corridor/area

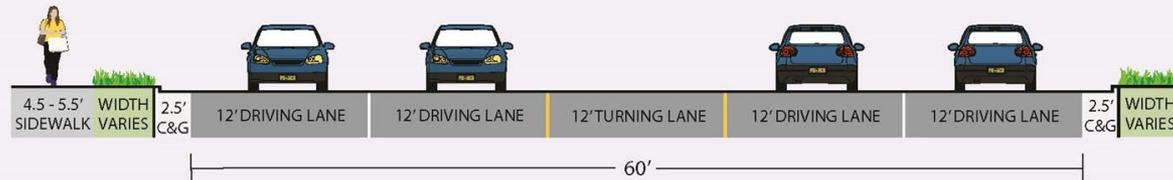


Developing "Alternatives"

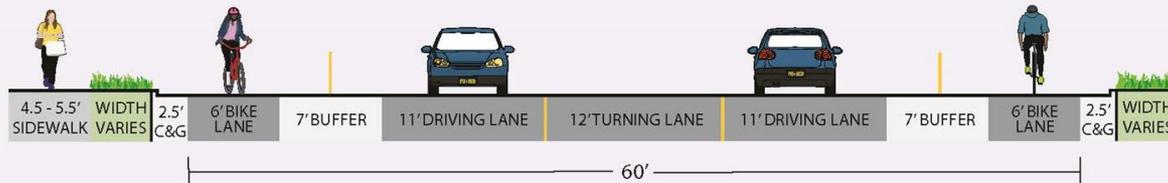
- Early in project development, the team will develop a series of "alternatives," which are essentially options for the final project design
- Each alternative addresses the project needs in slightly different ways, and will provide options for the team and public to react to

Alternatives

TYPICAL EXISTING CROSS SECTION



TYPICAL PROPOSED CROSS SECTION





Opportunities to Engage During Project Development

1. planning

2. prioritization

3. programming

**4. project
development**

5. implementation

How a Plan
Becomes a Project



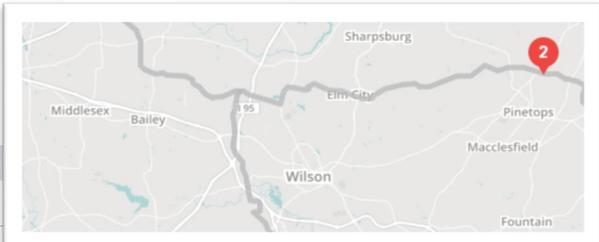
Step 5 - Implementation

- Right-of-way acquired (if needed)
- May be considerations for "cost-sharing" --
 - Consult Current Policy
- Following implementation, local agencies will be responsible for maintenance of elements “behind the curb” (e.g. sidewalks, greenways)

Maintenance - Opportunities

- Ongoing maintenance and operations activities may provide future opportunities for complete streets implementation
- Check the Highway Maintenance Improvement Program (HMIP) for planned resurfacing activities
- Restriping or reconfiguring roadways is a cost-effective way to implement some complete streets projects

HMIP Example



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Home ▾ NCDOT 2020-2024 Highway Maintenance Improvement Program (HMIP) Modify Map Sign In

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Legend

NCDOT HMIP 2020-2024

NCDOT HMIP 2020

- Preservation
- Resurfacing
- Rehabilitation

NCDOT HMIP 2021

- Preservation
- Resurfacing
- Rehabilitation

NCDOT HMIP 2022

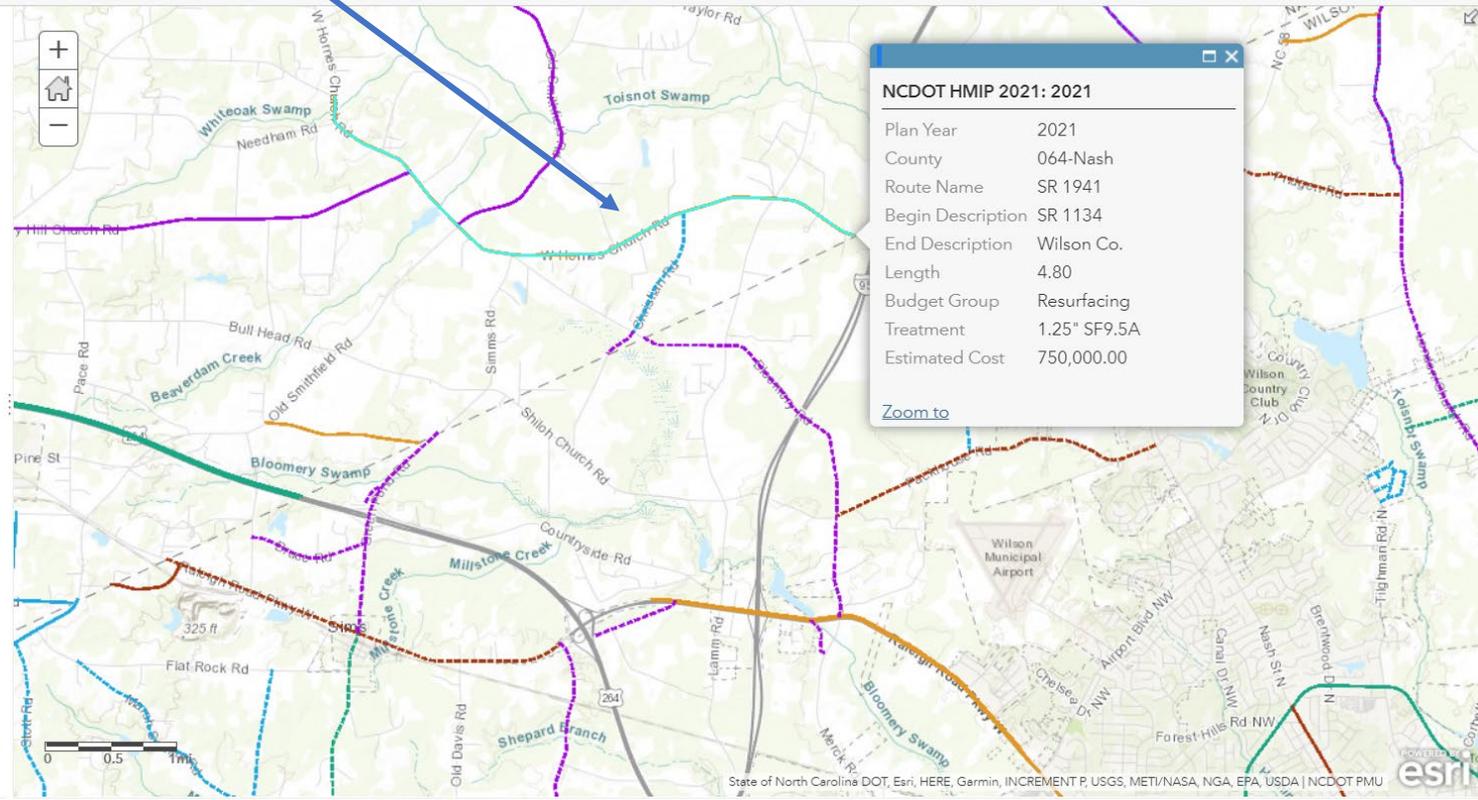
- Preservation
- Resurfacing
- Rehabilitation

NCDOT HMIP 2023

- Preservation
- Resurfacing
- Rehabilitation

NCDOT HMIP 2024

- Preservation
- Resurfacing
- Rehabilitation



NCDOT HMIP 2021: 2021

Plan Year	2021
County	064-Nash
Route Name	SR 1941
Begin Description	SR 1134
End Description	Wilson Co.
Length	4.80
Budget Group	Resurfacing
Treatment	1.25" SF9.5A
Estimated Cost	750,000.00

[Zoom to](#)

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Implementation Challenges

- Lack of Funding
- Limited Staff
- Limited Right-of-Way
- Difficulty Coordinating with Partners



Activity: Map Your Role in the Process

- Each table is assigned a different role, from a Town Council Member to the Division Engineer
- Walk through the 5 Steps and talk about:
 - What's your primary responsibility in each step?
 - How can you use your role to elevate the voices/wishes of other groups?
 - Who are 2-3 people you need to work with in each step?

1. planning

2. prioritization

3. programming

**4. project
development**

5. implementation

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