

## Governing Board

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September 26, 2019 – 1:00 P.M., Land of Sky Offices

### Agenda

1. **WELCOME AND HOUSEKEEPING (10 min)**

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    - A. Welcome and Introductions, Approval of Agenda Bill Lapsley
    - B. Ethics Statement for MPO Board Members Bill Lapsley
  
  2. **PUBLIC COMMENT**

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  3. **CONSENT AGENDA**

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Bill Lapsley

    - A. June 27, 2019 Minutes
    - B. Letter of Support- Mills River Bike/Ped Planning Grant Application
  
  4. **BUSINESS (45-60 min)**

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    - A. 5310 Project Selection MPO Staff
    - B. Amendments to the 2018-2027 TIP MPO Staff
    - C. Draft 2020-2029 TIP MPO Staff
    - D. SPOT Updates & Project Suspensions MPO Staff
    - E. NCDOT Complete Streets Updates MPO Staff
  
  5. **REGULAR UPDATES (15 min)**

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    - A. NCDOT Division 13 and 14 updates Mark Gibbs/Brian Burch or Designee
    - B. Transportation Planning Branch Daniel Sellers
    - C. FHWA/FTA Updates Michael Dawson
    - D. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
    - E. Legislative Updates MPO Staff
  
  6. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (15 min)**

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  7. **TOPICS FOR NEXT MEETING**

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  8. **PUBLIC COMMENT**

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  9. **ADJOURNMENT**

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# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3:

## Consent Agenda

**Item 3A:** June TCC Minutes

**Item 3B:** Mills River Bike/Ped Planning Grant Resolution of Support

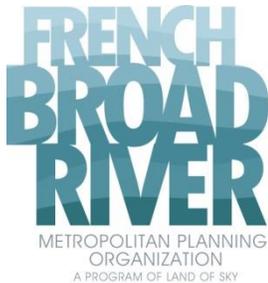
# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3A:

## June 27<sup>th</sup> Minutes



French Broad River Metropolitan Planning Organization

Minutes from the Governing Board meeting on June 27, 2019

### **Attendance**

William Lapsley	Tristan Winkler	Nick Kroncke	Zia Rifkin
Gwen Wisler	Julie Mayfield	Matt Wechtel	Steve Caraker
Larry Harris	Brian Caskey	Stephen Sparks	Steve Cannon
Steve Williams	Jeff McKenna	George Webb	Ann Coletta
Bob Davy	Brownie Newman	Brian Burgess	Ritchie Rozzelle
Daniel Sellers	Paige Posey	David Luciano	Vicki Eastland
Erica Anderson	Wanda Austin	David Uchiyama	

### **WELCOME & INTRODUCTIONS, APPROVAL OF AGENDA**

Chairman Lapsley called the meeting to order, requested that everyone introduce himself or herself, read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting.

### **PUBLIC COMMENT**

Chairman Lapsley called for any public comments. None were received.

### **APPROVAL OF AGENDA**

The agenda was presented for approval with no modification requested.

***Gwen Wisler moved to approve the agenda as presented. Julie Mayfield seconded and the motion carried without further discussion.***

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### CONSENT AGENDA

*Bob Davy moved to approve the consent agenda consisting of the May 23, 2019 minutes. Matt Wechtel seconded and the motion carried without further discussion.*

### NEW BUSINESS

#### **FY 2020 UPWP Amendments**

The Unified Planning Work Program (UPWP) is essentially the budget for the MPO. All major activities conducted by MPO staff, as well as Special Studies funded through the MPO are required to be entered into the UPWP for the current and/or upcoming fiscal year. The UPWP, primarily funded through FHWA Planning (PL) funds (\$371k) with a required 20% local match, which is funded by member governments in the FBRMPO region. Dues for the MPO are calculated based on each jurisdiction's population within the MPO Planning Area. The UPWP may also be supplemented by Surface Transportation Block Grants- Directly Attributable (STBG-DA) funds that are "flexed" to fund planning activities. The MPO receives approximately \$3.5 million a year in STBG-DA funding and has been flexing an average of \$250k per year to fund special studies. Any change in the amount of funding flexed requires a change to the TIP ID U-5616, which tracks STBG-DA funding in the FBRMPO planning area that is used in this fashion.

The purpose of the request to amend the UPWP for FY 2020 is predicated on the previously approved version of the documents, which programmed more funding toward PL than what is available. In order to alleviate this, MPO operations and the Regional Transit Feasibility Study would be shifted from PL to STBG-DA flex funding. This decreases the PL programmed to what is available and increases the amount of STBG-DA funding available for planning activities.

Tristan Winkler shared that with the recent change in federal requirements; unspent funds would not carryover, but would revert to NCDOT for redistribution. This is the first year that unspent funds would not be available due to the change. The FBRMPO is therefore supplementing with STBG-DA, as noted previously. The funding shift requested today would cover Special Studies, Corridor Studies, etc. This change would also change some things internally for the MPO as there are many studies coming up. Going forward, due to these changes, the MPO must spend its funds as planned or risk losing the funding. FHWA is responsible for approving the funding, as well as NCDOT and the MPO.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Discussion occurred regarding spending the STBG-DA going forward to avoid rescission. Tristan Winkler noted that contracts could be changed to have a firm start date for the activities under the contract. He also noted the need for MPO staff to be flexible.

***William Lapsley moved to approve the resolution adopting the amendments to the FY 2020 UPWP. Brian Caskey seconded and the motion carried without further discussion.***

### **Modification to the 2018-2027 TIP**

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period and is required to be in conformity with North Carolina's State Transportation Improvement Program (STIP). The TIP describes each project, a schedule for implementation, funding sources, and estimated cost. The proposed amendments for the 2018-2027 TIP, requested for June 2019 include U-5616 programs STBG-DA funding to be flexed to planning activities and matches the amount programmed in the FY 2020 UPWP.

Nick Kroncke shared that today's modification to the TIP is to show the carryover of STBG-DA funding for studies. An additional modification is to shift STBG-DA with Federal Highways funding for part of the I-26 project and to fund an additional project with STBG-DA funding. Tristan Winkler noted that NCDOT controls STBG (MPO controls STBG-DA). State departments of transportation receive bonuses when they spend down their funding. A portion of those funds could come to the FBRMPO, which would keep funding in the region rather than losing it through rescission.

***Gwen Wisler moved to approve the modification to the 2018-2027 TIP. Bob Davy seconded and the motion carried without further discussion.***

### **A-0010A Discussion**

MPO staff previously brought concerns about the A-0010A project preliminary designs to the MPO TCC and Board. As currently designed, the A-0010A project would widen the section of Future I-26 from Broadway to New Stock Road from four to eight lanes and from four to six lanes between New Stock Road and Weaver Boulevard. The 2040 MTP and the cross-section submitted to SPOT both recommended six lanes for the entire project. NCDOT recently provided more information concerning potential impacts from a six-versus-eight lane cross-section, as the MPO Board requested. NCDOT staff provided a presentation on information requested to illustrate potential differences in impacts of a six-versus-eight lane cross-section.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Steve Cannon communicated that discussions regarding purpose and need for this project determined that eight lanes would be needed, as six lanes would not be adequate to meet the purpose and need. The NCDOT consultant has been tasked with looking at the environmental impacts of eight over six lanes. Steve Cannon noted that the existing ROW is about four acres short of what would be required for an eight lane. He shared that since the six lanes would not meet purpose and need, it was used for comparison purposes only. Steve Cannon noted that NCDOT's recommendation was to move forward with eight lanes and use mitigations, as appropriate.

Discussion occurred regarding impacts from the difference between six or eight lanes. It was noted by City of Asheville members that the difference in ROW is minimal and not an issue. Tristan Winkler noted that some concerns have been brought up during the meeting with local elected officials; however, for the time being, the decision is to let the project proceed. MPO members requested that NCDOT provide a link to the study regarding the project so that community members could review the information and provide input, as appropriate. Steve Cannon shared that ROW is scheduled for FY 2020.

***Information only. No action required.***

### I-26 Communication Plan Presentation

Currently, more than \$1.3 billion is programmed to widen I-26 from Hendersonville to Weaverville and disruptions from construction are to be expected. NCDOT staff explained the plan to communicate upcoming construction activities on the I-26 corridor and efforts to mitigate traffic disruptions.

David Luciano, NCDOT Chief Communications Officer for the western region of the state, shared that there would be specific outreach to agencies, which could be impacted by the I-26 construction. In the next couple of weeks, another NCDOT staff will come onboard to determine the type of outreach needed and the scope of that activity. David Luciano shared the communication goals that would allow communities to understand what is going on, acquire necessary safety knowledge, etc. He noted that some work has already been done with the Blue Ridge Parkway staff about potential impacts from the project(s) and how they could do something new to assist with the mitigation. Part of the communication plan would be specific stories about whom is collaborating to disseminate information.

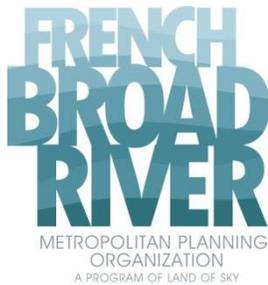
# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Discussion occurred about making information on the NCDOT website easier for the layperson to find and having it in simple language. Chair Lapsley remarked about the need for elected officials in the affected areas having a one-pager to provide the relevant information to citizens.

### ***Information only. No action required***



### **REGULAR UPDATES**

- Steve Cannon provided Division 13 updates and Steve Williams provided Division 14 updates.
- Daniel Sellers provided an update on NC Moves 2050 Plan.
- FBRMPO Committee & Workgroup Updates:
  - Prioritization – June meeting canceled; next meeting planned for Tuesday, July 9.
  - Regional Trail Working Group – Met on July 19. Next meeting TBD.
  - Transit Operators Workgroup – Next meeting date TBD; the workgroup plans to review the Regional Transit Feasibility Study scope.
  - Citizens’ Advisory Committee – Next meeting date scheduled for July 10.
- Legislative Updates – Tristan Winkler shared that the NC Senate version of the proposed budget did not have the language for smaller local match for bike/ped.

Tristan Winkler shared that the public survey tool has been distributed. He noted that this is the first survey where Buncombe County is under-represented on the survey. Madison County had the most responses to the survey.

### **Announcements**

No MPO meeting cycle in July. Next meeting cycle planned for August.

### **ADJOURNMENT**

***Matt Wechtel moved to adjourn the meeting. Jeff McKenna seconded the motion and the meeting adjourned.***

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3B:

## Mills River Bicycle and Pedestrian Planning Grant Resolution of Support

The Town of Mills River has applied for a Bicycle and Pedestrian Planning Grant from NCDOT. Per NCDOT requirements a letter/resolution of support is required from planning organizations.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### RESOLUTION IN SUPPORT OF THE TOWN OF MILLS RIVER APPLICATION FOR THE NCDOT BICYCLE AND PEDESTRIAN PLANNING GRANT

WHEREAS, The NCDOT Bicycle and Pedestrian Planning Grant is eligible to local governments to develop bicycle and pedestrian plans; and

WHEREAS, the Town of Mills River Council has approved the Town's application to go before the consideration of NCDOT; and

WHEREAS, the Town of Mills River understands the local match and staff requirements if awarded the grant from NCDOT; and

WHEREAS, the NCDOT Division of Bicycles and Pedestrians requires a resolution of support from the MPO for bicycle and pedestrian planning grant applicants;

NOW, THEREFORE, BE IT RESOLVED by the Board of the French Broad River MPO, to support the Town of Mills River in the application for a bicycle and pedestrian planning grant from the North Carolina Department of Transportation.

ADOPTED this the 26th day of September, 2019

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William Lapsley, FBRMPO Board Chair

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Attest, Tristan Winkler, FBRMPO Director

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4A:

## 5310 Project Selection

The Federal Transit Administration (FTA) Section 5310 funds come directly to large MPOs, including the French Broad River MPO. This program primarily aims at serving the needs of seniors and individuals with disabilities. While the City of Asheville is considered the Designated Recipient of these funds and is therefore required to provide contracting, administration, and oversight, the MPO is required to determine how these are to be used and distributed across the region.

After passing recommendations in April, the TCC requested the Prioritization Subcommittee reconsider its recommendations due to concerns about funding allocations and eligibilities. MPO staff has checked-in and made sure that all projects are eligible. Funding allocations (only funding projects a percentage of what was requested) will be reconsidered before a future call for projects and a project selection criteria will be considered to avoid partial funding, if possible. The Prioritization Subcommittee recommended the following projects be approved for funding from this call for projects:

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Applicant	Project Name	Project Description	Recommended Funding Level	Type	Amount recommended for funding vs. applied for
City of Asheville	ADA Paratransit acquisition of services	Support purchase of ADA Paratransit services from Mountain Mobility for one year, July 2020-June 2021 (expected POP from July 1st, 2020 - June 30th, 2021)	\$ 99,000	Capital-purchase of service under a contract	66%
Buncombe County	Buncombe County Additional Elderly and Disabled Transportation	Buncombe County will utilize 5310 grant funding to provide additional on-demand transportation for medical and general trips for eligible older adults over 60, medical, shopping, and other trips for demand-response customers with disabilities, and trips for seniors and individuals with disabilities who are clients of agencies that utilize funds allocated to Buncombe County under the NCDOT ROAP-EDTAP category. This is a traditional (capital) project based on transportation services being acquired by Buncombe County under a contract with a private provider. This funding is for one year, transportation to be provided from July 1, 2020 - June 30, 2021 with closeout activities afterwards.	\$ 72,880	Capital-purchase of service under a contract	66%
Vocational Solutions - Henderson County	Henderson County Vocational and Life Skills Training Transportation for Individuals	Vocational Solutions will increase transportation for adults with disabilities to participate in vocational and life skills training at the Henderson County facility. The clients are unable to use public transportation options because of their intellectual and physical disabilities. Door to door services are mandated by the Managed Care Provider. The plan requires acquisition of transportation services	\$ 15,840	Capital-purchase of service under a contract	66%

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

	with Disabilities	through WCCA who has specialized equipment for safe transportation of adults with disabilities.			
Council on Aging-Buncombe County	Council on Aging CAR Volunteer Driver Program for Older Adults	The Call-a-Ride (CAR) program offers volunteer transportation assistance to Buncombe County residents age 60 and older. Transportation may include levels of service up to and including door-through-door service and waiting at the destination. CAR volunteers provide transportation to medical appointments, grocery stores and other destinations that are vital for supporting seniors who are not able to utilize other transportation resources to remain in their home. This project will be for FY 2020 and FY 2021 and the period of performance is expected to be January 2020-December 2021	\$ 13,690	Operating	66%
Land of Sky Regional Council Senior Companions Program (SCP)	Expansion of Senior Companion Program in Buncombe and Henderson	The SCP is an existing program providing companionship services to senior adults who need additional assistance to stay independent in their homes for as long as possible. Transportation is an important component for homebound seniors. SCP volunteers can transport clients to grocery stores, shopping trips and social engagements. SCP volunteers provide transportation for seniors, as well as companionship and socialization necessary for overall health and independence. This funding would help continue and expand an existing program. Project to take place during FY 2020-2021 (Expected POP January 2020--December 2021)	\$ 32,340	Operating	66%

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Vocational Solutions - Henderson County	Henderson County Vocational and Life Skills Training Transportation for Individuals with Disabilities	Vocational Solutions will increase transportation for adults with disabilities to participate in vocational and life skills training at the Henderson County facility. The clients are unable to use public transportation options because of their intellectual and physical disabilities. Door to door services are mandated by the Managed Care Provider. The plan requires acquisition of transportation services through WCCA who has specialized equipment for safe transportation of adults with disabilities.	\$ 4,950	Operating	66%
Buncombe County	RIDE Vouchers Program-Support for Taxi Services for Individuals with Disabilities	The RIDE Program is a curb-to-curb, subsidized transportation program that allows eligible participants to purchase private transportation services at a significant discount. This funding request is for a portion of FY 2019 and FY 2020: March 1, 2019 - June 30, 2020, with closeout activities afterwards (Expected POP March 2019-June 2021)	\$ 52,337	Operating	66%
Madison County	Madison County Senior Transportation to Meal Sites	Madison County is requesting supplemental funding for transportation by Madison County Transportation Authority to two of Senior Center/Meal Sites for participants 60+ years or older. Meal site transport ensures a daily hot meal, companionship and exposure to a support system within both communities for seniors. Events, screenings, promotional health education opportunities and food access are all provided through the Senior/ Meal Site centers. This funding would support the use of the van maintenance, van fuel and the driver employee. The funding request is for trips to begin in January 1, 2020 through	\$ 7,920	Operating	66%

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

		December 2020 with additional time for close-out activities afterwards.		
Admin Fee (City of Asheville ) at 10%			\$ 33,217.44	Admin
<b>5310 Federal Funding Allocated, Spring 2019 5310 Call for Projects</b>			<b>\$ 332,174</b>	
Total Traditional Projects funding-federal FTA 5310			\$ 187,720	<b>Required 55% or higher</b>
Total Other Projects funding-federal FTA 5310			\$ 144,455	<b>Required 45% or lower</b>
<b>Total</b>			<b>\$ 332,174</b>	

TCC Recommendation: Approve 5310 Projects as listed

**Action Required: Approval of 5310 Projects**

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

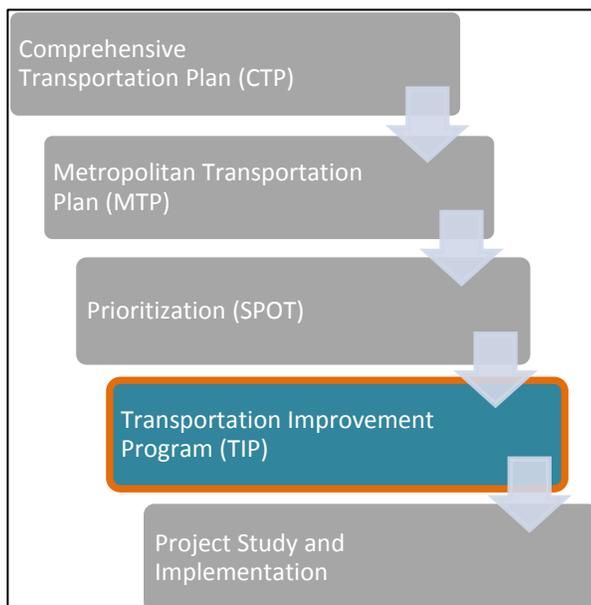
## Staff Report & Recommendations

# Item 4B:

## 2018-2027 Transportation Improvement Program Amendments

### Very Brief Overview

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period and is required to be in conformity with North Carolina's State Transportation Improvement Program (STIP). The TIP describes each project, a schedule for implementation, funding sources, and estimated costs.



### TIP Amendments Overview

The proposed amendments for the 2018-2027 FBRMPO TIP requested for September 2019 are detailed in the following pages, with some highlights below. They are also available on the FBRMPO website for public review 20 days prior to approval:

- I-4409, Blue Ridge Road, ROW delayed from FY 19 to FY 20 and CST delayed from FY 22 to FY 23
- R-5779, Crossroads Parkway, CST delayed from FY 18 to FY 20
- U-5783, US 64 – Blythe to White Pine, ROW delayed from FY 19 to FY 20 and CST from FY 21 to FY 24
- U-5839, Russ Avenue – US 23/74 to Main St, ROW delayed from FY 19 to FY 20 (CST remains FY 21)

- EB-5774 and EB-5824, Riverside Drive MUP and Hominy Creek Greenway, CST delayed from FY 19 to FY 20
- EB-5944 and EB-5948, Johnston Boulevard and Onteora Boulevard sidewalks, CST delayed from FY 19 to FY 21

**TCC Recommendation: Approve Amendments as Listed**

**Action Required: Discuss and recommend the TIP Amendments go to the MPO Board**



# 2018 – 2027 TIP

TIP Amendments for Consideration in **August, 2019**

<b>FUNDING</b>	<b>FUNDING DESCRIPTION</b>	<b>FUNDING</b>	<b>FUNDING DESCRIPTION</b>
ADTAP	Appalachian Development Transportation Assistance Program	L	Local
APD	Appalachian Development	NHP	National Highway Performance Program
BA	Bonus Allocation	NHPB	National Highway Performance Program(Bridge)
BOND R	Revenue Bond	NHPBA	National Highway Performance Program(Bonus Allocation)
CMAQ	Congestion Mitigation	NHPIM	National Highway Performance Program (Interstate Maintenance)
DP	Discretionary or Demonstration	O	Local, Non Federal or State Funds
ER	Emergency Relief	RR	Rail-Highway Safety
FBUS	Capital Program - Bus Earmark (5309)	RTAP	Rural Transit Assistance Program
FED	Unidentified Federal Funding	S	State
FEPD	Elderly and Persons with Disability (5310)	S(M)	State Match for STP-DA or Garvee Projects
FF	Federal Ferry	SMAP	Operating Assistance and State Maintenance
FMOD	Fixed Guideway Modifications	SRTS	Safe Roads to School
FMPL	Metropolitan Planning (5303)	STHSR	Stimulus High Speed Rail
FNF	New Freedom Program	STP	Surface Transportation Program
FNS	New Starts - Capital (5309)	STPDA	Surface Transportation Program (Direct Attributable)
FNU	Non Urbanized Area Formula Program (5311)	STPE	Surface Transportation Program (Enhancement)
FSGR	State of Good Repair	STPEB	Surface Transportation Program (Enhancement)
FSPR	State Planning and Research	STPOFF	Surface Transportation Program (Off System)
FUZ	Capital Program - Bus Earmark (5309)	STPON	Surface Transportation Program (On System)
HFB	Highway Fund Bridge Replacement Program	T	Highway Trust Funds
HP	High Priority	TAP	Transportation Alternatives Program
HRRR	High Risk Rural Roads	TAPDA	Transportation Alternatives Program (Direct Attributable)
HSIP	Highway Safety Improvement Program	TAPDA	Transportation Alternatives Program (Direct Attributable)
JARC	Job Assistance and Reverse Commute (3037)	TIGER	TIGER Discretionary Grants

PROPOSED AMENDMENTS and MODIFICATIONS TO ROADWAY PROJECTS IN THE FBRMPO TIP

BUNCOMBE

PROJECT	ROUTES	DIVISIONS	COUNTIES	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	Cost in Thousands												
									2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	POST YEARS		
I-4409	SR 2500 (Blue Ridge Road)	13	Buncombe	Convert I-40/SR 2500 (Blue Ridge Road) grade separation to interchange. Widen SR 2500 to three lanes from US 70 to South of I-40 and Upgrade roadway south of I-40 to SR 2713.	To strategically balance lettings, delay ROW from FY 19 to FY 20 and CST from FY 22 to FY 23	\$ 13,250	ROW	NHP			1,300	1,300									
							U					500									
							CST							3,383	3,384	3,383					
I-4400C	I-26	13,14	Buncombe, Henderson	I-26, US 25 Business (Exit 44) to NC 280 (Exit 40)	Garvee bond funding - Segment C: \$50,000,000 for CST, payback FY 2019-2033	\$ 60,060	CST	NHPIM			4,290	4,290	4,290	4,290	4,290	4,290	4,290	4,290	4,290	25,740	
I-5888B	I-40	13	Buncombe	I-40, Mile Marker 37 to Mile Marker 44. Rehabilitate Bridges	To strategically balance lettings, delay CST from FY 19 to FY 20	\$ 5,000	CST	NHPIM			5,000										
U-5837	SR 2002 (Riceville Road)	13	Buncombe	SR 2002 (Riceville Road), US 70 (Tunnel Road) to SR 2285 (Clear Vista Lane). Upgrade Roadway.	To strategically balance lettings, delay ROW from FY 19 to FY 21 and CST from FY 20 to FY 23	\$ 2,000	ROW	T				100									
							CST	T					950	950							
U-5971A	US 19(Patton Avenue) and NC 63 (New Leicester Highway)	13	Buncombe	Patton Avenue at New Leicester Highway. Construct initial intersection improvements.	To allow additional time for design, delay CST from FY 19 to FY 20	\$ 500	CST	T			500										
U-5971B	US 19(Patton Avenue) and NC 63 (New Leicester Highway)	13	Buncombe	Patton Avenue at New Leicester Highway. Construct final intersection improvements.	To allow additional time for planning and design, delay ROW from FY 19 to FY 20 and CST from FY 22 to FY 23	\$ 2,700	ROW	T			400										
							U					100									
							CST						1,100	1,100							
U-5973	US 19 Business (Weaverville Highway) and SR 1740 (New Stock Road)	13	Buncombe	US 19 Business (Weaverville Highway) and SR 1740 (New Stock Road). Construct intersection improvements.	To allow addition time for planning, delay ROW from FY 19 to FY 20	\$ 1,300	ROW	T			200										
							U					100									
							CST					1,000									

**PROPOSED AMENDMENTS and MODIFICATIONS TO ROADWAY PROJECTS IN THE FBRMPO TIP**

PROJECT	ROUTES	DIVISIONS	COUNTIES	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	Cost in Thousands											POST YEARS		
									2018	2019	2020	2021	2022	2023	2024	2025	2026	2027				
B-6018	sr 1296 (Brooks Branch Road)	13	Buncombe, Madison	Replace Bridge 100536 over Newfound Creek	To allow additional time for planning and design, delay ROW from FY 20 to FY 21 and CST from FY 20 to FY 21	\$ 755	ROW	BGOFF				55										
							CST	BGOFF				700										
I-6063	I-40	13	Buncombe	I-40, Milemarker 50 to Milemarker 55. Pavement Rehabilitation	To assist with balancing funds, delay CST from FY 19 to FY 20	\$ 18,015	CST (Garvee)	NHPIM			901	901	901	901	901	901	901	901	901	6,307		
							CST	S(M)			1,750	1,750										
							CST	NHPIM			1,000											
<b>HAYWOOD</b>																						
B-3186	US 23/US 74	14	Haywood	Replace Bridge 430155 and Bridge 430158 over Richland Creek	To allow additional time for planning and design, delay ROW from FY 20 to FY 21 and CST from FY 21 to FY 22	\$ 6,900	ROW	NHPB				800										
							CST	NHPB					3,050	3,050								
B-5898	US 23/US 74	14	Haywood	Replace Bridge 430168 over US 19 and US 23	To allow additional time for planning and design, delay ROW from FY 20 to FY 21 and CST from FY 21 to FY 22	\$ 3,250	ROW	NHPB				150										
							CST	NHPB						1,550	1,550							
U-5548	Brown Avenue	14	Haywood	Realignment of Brown Avenue from Boyd Avenue to approximately 1200ft south of the intersection. Project includes construction of new roadway, raised crosswalk, painted crosswalks, refuge island, bulbout and signage.	To allow additional time for design, delay CST from FY 19 to FY 20.	\$ 500		STBGDA			400											
								L			100											
U-5839	US 276 (Russ Avenue)	14	Haywood	US 276 (Russ Avenue), US 23/74 to US 23 Business (Main Street). Upgrade Corridor	To allow additional time for planning, delay ROW from FY 19 to FY 20	\$ 21,200	PE	T			172	172	172	172	172	172	172	172	172	1,204		
							Build NC ROW				258	258	258	258	258	258	258	258	258	258	1,806	
							ROW				160	3,040										
							U				750											
							CST					3,600	3,600	3,600								

**PROPOSED AMENDMENTS and MODIFICATIONS TO ROADWAY PROJECTS IN THE FBRMPO TIP**

PROJECT	ROUTES	DIVISIONS	COUNTIES	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	Cost in Thousands											
									2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	POST YEARS	
<b>HENDERSON</b>																				
U-5783	US 64	14	Henderson	US 64, SR 1180 (Blythe Street) to SR 1173 (White Pine Drive)/SR 1186 (Daniel Drive). Widen Roadway.	To strategically balance lettings, delay ROW from FY 19 to FY 20 and CST from FY 21 to FY 24	\$ 17,870	ROW	T			925	925								
							U				220									
							CST							5,267	5,266	5,267				
U-5887	SR 1783 (Highland Lake Road)	14	Henderson	SR 1783 (Highland Lake Road), NC 225 to US 176. Upgrade Roadway.	To allow additional time for design, delay ROW from FY 19 to FY 20	\$ 3,100	ROW	T			500									
							CST	T				1,300	1,300							
<b>MADISON</b>																				
R-5779	SR 1631 (Crossroads Parkway)	13	Madison	SR 1631 (Crossroads Parkway), Extend to SR 1632.	To allow additional time for design, delay CST from FY 18 to FY 20	\$ 4,071	CST	APD			1,611									
								T			1,510									
								O			950									
<b>REGIONAL</b>																				
W-5813DIV	Various	13	Buncombe, Burke, Madison, McDowell, Mitchell, Rutherford, Yancey	Various, Safety Improvements at Various Locations (Division Category)	Add Right-of-Way and Construction Not Previously Programmed	\$ 630	ROW	HSIP			30	30	30							
							CST	HSIP			180	180	180							
W-5813REG	Various	13	Buncombe, Burke, Madison, McDowell, Mitchell, Rutherford, Yancey	Various, Safety Improvements at Various Locations (Regional Category)	Add Right-of-Way and Construction Not Previously Programmed	\$ 630	ROW	HSIP			30	30	30							
							CST	HSIP			180	180	180							
W-5813SW	Various	13	Buncombe, Burke, Madison, McDowell, Mitchell, Rutherford, Yancey	Various, Safety Improvements at Various Locations (Statewide Category)	Add Right-of-Way and Construction Not Previously Programmed	\$ 840	ROW	HSIP			40	40	40							
							CST	HSIP			240	240	240							

**PROPOSED AMENDMENTS and MODIFICATIONS TO ROADWAY PROJECTS IN THE FBRMPO TIP**

PROJECT	ROUTES	DIVISIONS	COUNTIES	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	Cost in Thousands										
									2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	POST YEARS
W-5814DIV	Various	14	Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Polk, Swain, Transylvania	Various, Safety Improvements at Various Locations (Division Category)	Add Right-of-Way and Construction Not Previously Programmed	\$ 630	ROW	HSIP			30	30	30						
							CST	HSIP			180	180	180						
W-5814REG	Various	14	Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Polk, Swain, Transylvania	Various, Safety Improvements at Various Locations (Regional Category)	Add Right-of-Way and Construction Not Previously Programmed	\$ 630	ROW	HSIP			30	30	30						
							CST	HSIP			180	180	180						
W-5814SW	Various	14	Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Polk, Swain, Transylvania	Various, Safety Improvements at Various Locations (Statewide Category)	Add Right-of-Way and Construction Not Previously Programmed	\$ 840	ROW	HSIP			40	40	40						
							CST	HSIP			240	240	240						

**PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED PROJECTS IN THE FBRMPO TIP**

PROJECT	ROUTES	DIVISIONS	COUNTIES	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	Cost in Thousands											
									2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	POST YEARS	
U-5019E	Riverway Multi-Modal Network	13	Buncombe	Craven Street Bridge Improvements Over the French Broad River	Delay Construction from FY 18 to FY 22 to allow additional time for design	\$5,250	CST	BGANY					4,200							
								L					1,050							
EB-5774	NC 251 (Riverside Drive) Multi-Use Path	13	Buncombe	Construct Multi-Use Path Along NC 251 from Exit 25 on US 19/23/70 to US 25 via Beaverdam Creek	To allow additional time for planning, delay ROW from FY 19 to FY 20 and CST from FY 19 to FY 20. Modify scope to include limits previously under EB-5925. Add PE in FY 20 for previous EB-2925.	\$6,706	PE	STBGDA			600									
								L			150									
							ROW	STBGDA			176									
								L			44									
							CST	BGANY					2,000							
								STBGDA					1,824							
L						1,156														
EB-5824	Hominy Creek Greenway	13	Buncombe	Buncombe County-Construct Multi-use Path from Hominy Valley High School to East of Sand Hill Road	To allow additional time for design, delay CST from FY 19 to FY 20	\$6,400	PE	STBGDA		320										
								L		80										
							CST	STBGDA			4,800									
								L			1,200									

**PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED PROJECTS IN THE FBRMPO TIP**

PROJECT	ROUTES	DIVISIONS	COUNTIES	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	Cost in Thousands										
									2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	POST YEARS
EB-5926	US 19 (Soco Road)	14	Haywood	Soco Road, US 276 to Fie Top Road. Construct Bicycle and Pedestrian Improvements	To allow additional time for design, delay CST from FY 19 to FY 20	\$1,800	CST	STBGDA			1,440								
								L			360								
EB-5944	Johnston Boulevard	13	Buncombe	Asheville - Johnston Boulevard, Patton Avenue to Iona Circle. Construct sidewalks.	To allow additional time for design, delay CST from FY 19 to FY 21	\$1,800	CST	STBGDA				1880							
								L			470								
EB-5948	Onteora Boulevard	13	Buncombe	Asheville - Onteora Boulevard, Lincoln Avenue to Raleigh Road. Construct sidewalks.	To allow additional time for design, delay CST from FY 19 to FY 21	\$1,140	CST	STBGDA				912							
								L			228								
U-5190	New Leicester Highway	13	Buncombe	New Leicester Highway, City Limits to Patton Avenue in Asheville. Construct Sidewalk	To allow additional time for planning and design, delay ROW from FY 19 to FY 20 and CST from FY 20 to FY 21.	\$3,563	ROW	STBGDA			193								
								L			48								
							CST	STBGDA			5316								
								L			664								

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4C:

## Draft 2020-2029 Transportation Improvement Program

The 2020-2029 Statewide Transportation Improvement Program (STIP) was developed between 2017-2019 through NCDOT's prioritization process, SPOT 5 or P5.0. The MPO's Transportation Improvement Program (TIP) is a subset document of the STIP, listing transportation projects in the MPO planning area that are scheduled to have funding for engineering, right-of-way, and/or construction over the next ten years.

The 2020-2029 TIP consists of highway and non-highway projects that use state or federal transportation funds in the MPO planning area as well as some projects that have a local government cost-share agreement. These projects originate from the previous TIP (e.g. I-26 Connector, Liberty Road Interchange, Russ Avenue), from SPOT 5.0 (e.g. N. Louisiana, Swannanoa River Road, NC 251 MUP), and projects selected with Direct Allocation (STBG) funds. A few projects included in the draft TIP are highlighted below:

HIGHWAY	NON-HIGHWAY
NC 191 widening	Deaverview Road sidewalks
Kanuga Road modernization	Hominy Creek greenway
N. Main/Walnut intersection improvements	Black Mountain Riverwalk greenway
Sand Hill/Sardis widening	Blythe street sidewalks
Erkwood/Shepherd intersection improvements	N. RAD greenway
Sweeten Creek Road widening	Champion Drive sidewalks
New Leicester access management	ART, Apple Country Transit, Mountain Projects, Mountain Mobility capital and operating

The Draft 2020-2029 TIP will be posted on the FBRMPO website 30 days prior to the public hearing and final approval of the TIP at the October 24 TAC meeting. The NCBOT approved the STIP on September 5<sup>th</sup> and is currently available at: <https://www.ncdot.gov/initiatives-policies/Transportation/stip/development/Pages/default.aspx>

**No Action Required**

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4D:

## SPOT Updates and NCDOT Cash Balance

NCDOT has released an updated schedule for P 6.0 that moves several key dates for the process. Most notably are the following major milestones in the process:

Deadline	Previous Version	New Calendar
Projects Submitted	December, 2019	April, 2020
Quantitative Scores Released	July, 2020	February, 2021
Regional Impact Points Assigned	October, 2020	May, 2021
Division Needs Points Assigned	January, 2021	October, 2021
Draft STIP Released	April, 2021	February, 2022

The pdf of NCDOT's new schedule and the MPO's new schedule will be distributed at the meeting.

Other SPOT Updates: Draft submittals have been collected from Buncombe, Haywood, and Henderson counties. Madison County will be in the near future in cooperation with LOSRPO.

Other NCDOT Cash Balance Updates: NCDOT has suspended work on a number of projects due to concerns of maintaining a minimum cash balance. More than 900 projects across the state are impacted. Projects impacted in our region include (incomplete sentences are from the NCDOT memo):

Div	County	Project ID	Desc.
13	BUNCOMBE	A-0010AA	I-26 (US 19-23)FROM FROM SR 1781 (BROADWAY STREET) - EXIT 25
13	BUNCOMBE	A-0010AB	I-26 (US 19/23)FROM US 25 TO SR 2007 (MARS HILL HIGHWAY)
13	BUNCOMBE	A-0010AC	I-26(US 19/23)FROM SR 2207 (MARS HILL HIGHWAY) TO SOUTH OF S
13	BUNCOMBE	B-4442	REPLACE BRIDGES 370 & 373 OVER REEMS CREEK ON US 19/23, US 2
13	BUNCOMBE	B-4443	REPLACE BRIDGES 345 & 346 OVER SR 1839 ON US 19/23, US 25, &
13	BUNCOMBE	B-4444	REPLACE BRIDGES 353 AND 354 OVER SR 1882 ON US 19/23, US 25,
13	BUNCOMBE	B-5953	SR 1002 (OLD LEICESTER HWY) REPLACE BRIDGE #649 OVER FRENCH
13	BUNCOMBE	B-5992	SR 1620 REPLACE BRIDGE 100007 OVER FRENCH BROAD RIVER AND SO
13	BUNCOMBE	B-6018	BRIDGE 536 OVER NEWFOUND CREEK ON SR 1296
13	BUNCOMBE	BR-0067	Replace Bridge 100086 on NC151 over Stony Fork Creek.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Div	County	Project ID	Desc.
13	BUNCOMBE	I-4409	I-40 - SR 2500 (BLUE RIDGE ROAD) AT BLACK MOUNTAIN. WIDEN SR
13	BUNCOMBE	I-4759	Convert grade separation to an interchange and construct two lane roadway on I-40 at SR 1228 (Liberty Raod) from US 19-23/NC 151 to SR 1224 with part on new location
13	BUNCOMBE	I-5321	not in STIP, Future I-26
13	BUNCOMBE	I-5608	not in STIP, I-240
13	BUNCOMBE	I-5889B	I-40 BUNCOMBE COUNTY Roadway Rehabilitation I-40 from MP 46
13	BUNCOMBE	I-6018	I-40 BUNCOMBE COUNTY AT I-240/US 74 ALTERNATE INTERCHANGE. I
13	BUNCOMBE	I-6021	I-40 BUNCOMBE COUNTY AT SR 2838 (PORTERS COVE ROAD) INTERCHA
13	BUNCOMBE	I-6054A	I-40 BUNCOMBE & HAYWOOD COUNTIES FROM US 74(SMOKY MOUNTAIN E
13	BUNCOMBE	I-6054B	I-40 BUNCOMBE & HAYWOOD COUNTIES FROM NC 215 (CHAMPION DRIVE
13	BUNCOMBE	I-6054C	I-40 BUNCOMBE & HAYWOOD COUNTIES FROM SR 1200 (WIGGINS ROAD)
13	BUNCOMBE	U-2801A	US 25A(Sweeten Creek Road) from US 25 (Hendersonville Road) to SR 3081 (Rock Hill Road)
13	BUNCOMBE	U-3403A	NC 191 (BREVARD ROAD/OLD HAYWOOD ROAD) FROM NC 280 (BOYLSTON
13	BUNCOMBE	U-3403B	NC 191 (BREVARD ROAD/OLD HAYWOOD ROAD) FROM SR 3498 (LEDBETT
13	BUNCOMBE	U-4739	SR 3556(AMBOY ROAD-MEADOW ROAD) FROM I-240 TO NC 81 / SR 321
13	BUNCOMBE	U-5834	SR 3116 (MILLS GAP ROAD) FROM US 25 (HENDERSONVILLE ROAD) TO
13	BUNCOMBE	U-5837	SR 2002 (RICEVILLE ROAD) FROM US 70 (TUNNEL ROAD) TO SR 2285
13	BUNCOMBE	U-5972	NC 63 (NEW LEICESTER HWY)NC 63 (NEW LEICESTER HIGHWAY) FRM N
13	BUNCOMBE	U-5973	US 19 BUSINES AND SR 1740 (NEWSTOCK ROAD) CONSTRUCT INTERSECTION IMPROVEMENTS
13	BUNCOMBE	U-6046	NC 81 (SWANNANOVA RIVER ROAD) FROM US 70(TUNNEL ROAD)TO US 74
13	BUNCOMBE	U-6047	NC 112 (SARDIS ROAD/SANDHILL ROAD)FROM NC 191 (BREVARD ROAD)
13	BUNCOMBE	U-6162	SR 1332 (NORTH LOUISIANA AVENUE) BUNCOMBE COUNTY FROM US 19/
13	BUNCOMBE	U-6173	US 25/US 70 FROM NORTH OF SR 1584 (TILLERY BRANCH ROAD) TO S
13	MADISON	B-5895	REPLACE BRIDGE 67 OVER FRENCH BROAD RIVER ON US 25/US 70
13	MADISON	BR-0089	Replace Bridge 560015 on NC212 over Shelton Laurel Creek
13	MADISON	R-5837	US 25, FROM US 25/70 BUSINESS (NORTH MAIN STREET) TO SR 1143
13	MADISON	R-5924	US 25/ 70 FROM EAST OF SR 1392 (SKYWAY DRIVE) TO US 25/70 BU

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Div	County	Project ID	Desc.
14	HAYWOOD	B-3186	REPLACE BRIDGE 155 & 158 OVER RICHLAND CREEK ON US 23-74 NBL
14	HAYWOOD	B-5541	REPLACE BRIDGE 236 OVER SR 1513 ON I-40
14	HAYWOOD	B-5898	REPLACE BRIDGE 168 OVER US 19 AND US 23 ON US 23/US 74
14	HAYWOOD	B-5898	REPLACE BRIDGE 168 OVER US 19 AND US 23 ON US 23/US 74
14	HAYWOOD	B-5920	REPLACE BRIDGE 246 OVER WEST FORK PIGEON CREEK ON SR 1216
14	HAYWOOD	B-5982	US 74 REPLACE BRIDGE 430095 OVER SOUTHERN RAILROAD.
14	HAYWOOD	BR-0022	Bridge 430122 on US 19,23,74 SBL over NC 209
14	HAYWOOD	I-5756	not in STIP, I-40
14	HAYWOOD	I-5834	I-40 FROM MILE MARKER 27 TO MILE MARKER 34. PAVEMENT REHABIL
14	HAYWOOD	I-5924	I-40 - HAYWOOD COUNTY FROM MILEMARKER 15 TO MILEMARKER 20.5.
14	HAYWOOD	I-5928	I-40 - HAYWOOD COUNTY FROM MILEMARKER 34 TO BUNCOMBE COUNTY
14	HAYWOOD	I-6051	I-40 HAYWOOD COUNTY FROM MILEMARKER 20 TO MILEMARKER 27. PAV
14	HAYWOOD	R-5921	RUS 276 (JONATHAN CREEK) FROM US 19 TO I-40 UPGRADE. MODERNI
14	HAYWOOD	U-6159	US 276 (RUSS AVENUE) FROM US 23-74 (GREAT SMOKEY MOUNTAIN EX
14	HAYWOOD	U-6160	US 19 (SOCO ROAD) FROM SR 1304 (FIE TOP ROAD AT GHOST TOWN I
14	HAYWOOD	U-6172	US 23/US 74 GREAT SMOKEY MOUNTAINS EXPRESSWAY FROM SR 1777 (
14	HENDERSON	B-5901	REPLACE BRIDGE 121 OVER FRENCH BROAD RIVER OVERFLOW ON NC 19
14	HENDERSON	B-5922	REPLACE BRIDGE 237 OVER SOUTHERN RAILROAD ON SR 1545
14	HENDERSON	BR-0083	Replace Bridges 440057 and 440115 on US64 over French Broad
14	HENDERSON	I-4400A	I-26 FROM US 25 (EXIT 54) TO US 64 (EXIT 49) WIDEN TO ADD AD
14	HENDERSON	I-4400BA	I-26 AT US 64 (EXIT 49) INTERCHANGE
14	HENDERSON	I-5758	not in STIP, I-26 (Comb w/ I-5759)
14	HENDERSON	I-5925	I-26 - HENDERSON COUNTY FROM MILEMARKER 50 TO POLK COUNTY LI
14	HENDERSON	R-2588A	NC 191 FROM US 25 TO SR 1381 (MOUNTAIN ROAD)
14	HENDERSON	R-2588B	NC 191 FROM MOUNTAIN ROAD TO NC 280
14	HENDERSON	R-5748	SR 1127 (KANUGA ROAD) FROM US 25 BUSINESS (CHURCH STREET) TO
14	HENDERSON	U-5783	US 64 FROM SR 1180(BLYTH STREET) TO SR SR 1173 (WHITE PINE D
14	HENDERSON	U-5886	SR 1170 (WHITE STREET) FROM SR 1171 (WILLOW ROAD) TO US 176
14	HENDERSON	U-6049	NC 225 (SOUTH MAIN STREET)FROM SOUTH MAIN STREET AT SOUTH KI
14	HENDERSON	U-6124	NC 280 (BOYLSTON HIGHWAY) HENDERSON HIGHWAY AT NC 191 (HAYWOOD ROAD)

**No Action Required**

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4E:

## **NCDOT Complete Streets Policy Updates**

The NC Board of Transportation recently passed an update to its Complete Streets Policy. The complete policy documentation is attached.

**No Action Required**



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

MEMORANDUM

TO: NCDOT Employees

FROM: James H. Trogdon, III, PE  
Secretary

DATE: August 30, 2019

SUBJECT: Complete Streets Policy Guidance

A handwritten signature in black ink, appearing to be "J. Trogdon", written over the "FROM" field of the memorandum.

Attached is the Department's updated Complete Streets Policy, adopted by the Board of Transportation at the August meeting. This policy update is a result of nearly two years of careful analysis, engagement with our partners and collaboration across units to understand and address the challenges of delivering Complete Streets. Updating the Complete Streets Policy has been one of my priorities since returning to the Department, and I am committed to ensuring the Policy is implemented consistently across the state.

As we plan, design and construct the transportation network of the future, this policy update represents the Department's ongoing commitment to safe, multi-modal transportation. The attached Complete Streets Policy and Implementation Guide details my expectations for how Complete Streets will be planned, prioritized, designed, constructed and maintained across the state. My priority is to ensure that as a Department, we construct facilities that our communities want, need and will use.

Effective immediately, Highway Division projects that have not yet completed an Environmental Document will be expected to comply with the updated Policy. As we implement Complete Streets, we will refine our guidance and the Complete Streets Technical Team formed to aid in the development of the Policy update will continue to meet to oversee implementation.

cc: David Howard, Chief Deputy Secretary  
Julie White, Deputy Secretary for Multi-Modal  
Hanna Cockburn, AICP, Director of Integrated Mobility  
Chris Werner, PE, Director of Technical Services, Division of Highways  
Tim M. Little, PE, Chief Engineer  
Division Engineers

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*Location:*  
1 S WILMINGTON ST  
RALEIGH NC, 27601



# COMPLETE STREETS

**NCDOT POLICY (#)**

**A.09.0106**

<b>Business Category:</b> Multi-Modal		<b>Business Area:</b> Bicycle & Pedestrian Division	
<b>Approval Date:</b> 8/8/2019	<b>Last Revision Date:</b> N/A	<b>Next Review Date:</b> 8/8/20	
<b>Authority:</b> <b>Select all that apply:</b> <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Requires Board approval <input type="checkbox"/> Requires Federal Highways Administration (FHWA) approval <input type="checkbox"/> Requires other external agency approval: <a href="#">Click here to enter external agency name(s)</a> .		<b>Policy Owner:</b> Bicycle & Pedestrian Division, Division of Highways	
<b>Definitions:</b> <p><a href="#">Complete Streets</a> is North Carolina’s approach to interdependent, multi-modal transportation networks that safely accommodate access and travel for all users.</p>			
<b>Policy:</b> <p>Transportation, quality of life, and economic development are all undeniably connected through well-planned, well-designed, and context-sensitive transportation solutions. To NCDOT, the designations “well-planned”, “well-designed” and “context-sensitive” imply that transportation is an integral part of a comprehensive network that safely supports the needs of communities and the traveling public.</p> <p>The North Carolina Department of Transportation, in its role as steward over the transportation infrastructure, is committed to:</p> <ul style="list-style-type: none"> <li>• Enhancing safety for all transportation modes, in support of <a href="#">Vision Zero</a>, a statewide program which aims to eliminate roadway deaths and injuries using data-driven prevention strategies;</li> <li>• Providing an efficient multi-modal transportation network in North Carolina such that the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities are safely accommodated;</li> <li>• Caring for the built and natural environments by promoting sustainable development practices that minimize impacts on natural resources, historic resources, businesses, residents, scenic and other community values, while also recognizing that transportation improvements have significant potential to contribute to local, regional, and statewide quality of life and economic development objectives;</li> <li>• Working in partnership with local government agencies, interest groups, and the public to plan, fund, design, construct, and manage complete street networks that sustain mobility through walking, biking, transit and driving.</li> </ul> <p>This policy requires NCDOT planners and designers consider and incorporate multimodal facilities in the design and improvement of all appropriate transportation projects in North Carolina. Routine maintenance projects may be excluded from this requirement if an appropriate source of funding is not available. Consideration of multimodal elements will begin at the inception of the transportation planning process and the decisions made will be documented.</p>			

The Department recognizes the types of roadway users and the way they interact with the transportation network is evolving as transportation technologies such as ride share, connected and autonomous vehicles, and electric vehicles become more prevalent. The Department will consider these evolving technologies and users in its planning and design guidelines.

This policy sets forth the protocol for the development of transportation networks that encourage non-vehicular travel without compromising the safety, efficiency, or function of the facility. The purpose of this policy is to guide existing decision making and design processes to ensure that all users are included during the planning, design, construction, funding, operation and maintenance of North Carolina's transportation network, and will not create barriers or hazards to the movements of those users.

**Scope:**

This policy generally applies to all projects undertaken by NCDOT throughout the state.

There are many factors that must be considered when implementing the policy, e.g., number of lanes, design speeds, intersection spacing, medians, curb parking, etc. The applicability of this policy should not be construed as conclusive. Each facility must be evaluated for proper applicability. Notwithstanding the exceptions stated herein, all transportation facilities funded by or through NCDOT, and planned, designed, or constructed on state-maintained facilities, must adhere to this policy.

**Approach:**

The Department is committed to collaborate with cities, towns, and communities to ensure pedestrian, bicycle, transit and evolving transportation technology options are included as an integral part of their total transportation vision. As a partner in the development and realization of their visions, the Department desires to assist localities, through the facilitation of long-range planning, to optimize connectivity, network interdependence, context sensitive options, and multimodal alternatives. During the Comprehensive Transportation Planning process, bicycle, pedestrian, transit, and other multimodal usage shall be presumed to exist along and across certain corridors (e.g. between residential developments, schools, businesses and recreational areas).

It is the policy of the Department of Transportation to fully replace existing Complete Streets facilities disturbed as a result of a highway improvement project.

**Planning and Design Guidelines:**

The Complete Streets Planning and Design Guidelines were developed in 2012 to provide planners, designers and decision-makers with a framework for evaluating and incorporating various design elements into the planning, design, construction, and maintenance of the Department's transportation projects. The guidelines describe the planning and project development procedures, including required documentation, to support the Complete Streets policy. In addition, the guidelines describe how all roadway users will share the right of way safely and provide special design elements and traffic management strategies to address unique circumstances.

Planning, implementation and design guidelines will be updated periodically to address changes in Departmental policies and procedures and to reflect new transportation technologies and innovations.

The NCDOT Roadway Design Manual is intended to serve as the authoritative reference for Complete Streets design in accordance with adopted guidelines of the American Association of State Highway and Transportation Officials and other adopted or approved State and Federal guidelines and standards.

**Exceptions to Policy:**

It is the Department’s expectation that suitable multimodal facilities will be incorporated in all appropriate new and improved infrastructure projects. Exceptions to this policy will be considered where exceptional circumstances that prohibit adherence to this policy exist. Such exceptions include, but are not limited to:

- Facilities that prohibit specific users by law;
- Areas in which the population and employment densities or level of transit service around the facility does not justify the incorporation of a multimodal facilities;
- Emergency repairs that require immediate attention.

As exceptions to policy requests are unique in nature, each will be considered on a case-by- case basis. Each exception must be approved by the Complete Streets Review Team consisting of the following or their designees:

- Complete Streets Program Administrator,
- State Traffic Engineer,
- State Roadway Engineer,
- Integrated Mobility Division Director, and
- Division Planning Engineer/Corridor Development Engineer.

Routine maintenance projects may be excluded from this requirement if an appropriate source of funding is not available.

**Policy Distribution:**

It is the responsibility of all employees to comply with Departmental policies. Therefore, every business unit and appropriate private service provider will be required to maintain a complete set of these policies. The Department shall periodically update departmental guidance to ensure that accurate and up-to-date information is maintained and housed in a policy management system.

**Related Documents:**

This policy builds on current practices and encourages creativity for considering and providing multi-modal options within transportation projects, while achieving safety and efficiency. Specific procedural guidance includes:

- Highway Landscape Planting Policy (dated 6/10/1988)
- Pedestrian Policy Guidelines – Sidewalk Location (Memo from Larry Goode, 2/15/1995)
- Board of Transportation Resolution: Bicycling & Walking in North Carolina, A Critical Part of the Transportation System (adopted 9/8/2000)
- Bridge Policy (2000)
- Pedestrian Policy Guidelines (effective 10/1/2000, Memo from Len Hill, 9/28/2000)
- NCDOT Context Sensitive Solutions Goals and Working Guidelines (updated 9/8/2003)
- Aesthetics Guidance Manual (2015)

Revision History		
Revision Date	Revision Number	Description
8/8/19	0	Approved

**RESOLUTION FOR THE BOARD OF TRANSPORTATION IN SUPPORT OF IMPLEMENTATION FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION COMPLETE STREETS POLICY THAT WILL ENHANCE SAFETY AND PROVIDE AN EFFICIENT NETWORK OF ALL TRANSPORTATION MODES**

**WHEREAS**, The North Carolina Department of Transportation is a state agency created in Article 8 of Chapter 143B of the North Carolina General Statutes; and

**WHEREAS**, the general purpose of the Department of Transportation is to provide for the necessary planning, construction, maintenance and operation of an integrated statewide transportation system for the economical and safe transportation of people and goods provided by the law; and

**WHEREAS**, the Department of Transportation Complete Streets Policy evaluation focuses on process improvements that ensures consideration and implementation of an integrated statewide transportation system; and

**WHEREAS**, the Department of Transportation's 2009 Complete Street Policy has been updated to reflect this intent and purpose; and

**WHEREAS**, the Department of Transportation's Complete Street Policy focuses on actions to strengthen institutional support;

**NOW, THEREFORE, BE IT RESOLVED:**

That the North Carolina Board of Transportation hereby adopts the 2019 amendments to the Complete Streets Policy.



Chairman

August 8, 2019

Date



Secretary of Transportation

August 8, 2019

Date



## North Carolina Department of Transportation Complete Streets Implementation Guide

**The North Carolina Department of Transportation (NCDOT) Complete Streets Implementation Guide (Guide) is designed to assist NCDOT staff engineers, project managers and designers in implementing the Complete Streets Policy as adopted by the NCDOT Board of Transportation. This document provides comprehensive guidance for incorporating a complete streets approach into NCDOT's planning, programming, design, and maintenance processes.**

The prime elements of this Guide are the following:

- 1 Planning**
- 2 Project Development**
- 3 Resurfacing and Maintenance Activities**
- 4 Work Zone Accommodations**
- 5 Related Policies**
- 6 Cost Share**
- 7 Design Guidance**
- 8 Administration**

This Guide will be updated periodically as processes and procedures are refined, with a comprehensive review and update every five years, beginning in August 2024.

### **1 Planning**

This section outlines the approach for ensuring Complete Streets elements are evaluated as a roadway project is planned, prioritized and programmed. Each roadway project will include the preparation of a Complete Streets Project Sheet as detailed below. The Project Sheet will identify planned multi-modal facilities and document any exceptions considered in the course of project development.

#### **1.1 Complete Streets Project Sheet (Prioritization 6.0)**

For projects where a project sheet has yet to be developed as part of the CTP process, a Complete Streets Project Sheet will be used to document the types of pedestrian, bicycle, public transit, and other multimodal facilities to be evaluated in each highway project. This sheet will be submitted during the Strategic Prioritization submittal process in conjunction with the needs statement required for

Prioritization. The Complete Streets Project Sheet will carry forward as a key document in the Project Advancing Transportation through Linkages, Automation, and Screening (ATLAS) workbench, allowing any personnel to access the project later in development.

### **1.2 Complete Streets Project Sheet (within the CTP)**

Comprehensive Transportation Plans (CTP) developed through NCDOT's Transportation Planning Division identify projects to address network deficiencies for motorists, pedestrians, bicyclists, and transit users. Complete Streets Project Sheets are being introduced into the CTP process. The Project Sheet outlines the recommended improvement, propose a typical cross-section for highway projects, explains the identified need for the project, provide current and projected traffic volume and capacity, identify high-level environmental constraints and provides Complete Street recommendations. These sheets lay the foundation for Complete Streets facilities and serve as a starting point for projects selected for Strategic Prioritization submittal and carry forward as a key document in the project development phase.

### **1.3 Exceptions to Policy**

The Complete Streets Project Sheet will capture requests and approvals of any exceptions to the Complete Streets Policy. Documentation of exceptions will reference the reason for such action, including, unique site constraints, prohibition of pedestrians or bicyclists on the facility or a lack of existing or planned public transit service. Exceptions may be requested and considered any time throughout the process through the Complete Streets Program Administrator in the Integrated Mobility Division. Exceptions are automatically granted if requested by the local government.

A multi-disciplinary Complete Streets Review Team will review all requests for exceptions to the Complete Streets Policy. The Review Team will consider the justification for the proposed exception as detailed on the Complete Streets Project Sheet and decide whether to recommend approval of the exception.

If the exception is not approved, the Review Team will initiate additional discussion with relevant parties, including the Project Manager, to explore options and alternatives for including appropriate multi-modal elements in the project. If necessary, the decision will be elevated to the Chief Deputy Secretary and/or Secretary for a final decision.

The Complete Streets Review Team will consist of:

- Complete Streets Program Administrator,
- State Traffic Engineer or designee,
- State Roadway Engineer or designee,
- Integrated Mobility Division Director or designee, and
- Division Planning Engineer/Corridor Development Engineer or designee.

## 2 Project Development

The project development phase carries a project from concept to the specific street design to be constructed.

The Complete Streets Project Sheet will carry forward with a project through the project development phase. Project managers will use the Complete Streets Project Sheet early in project development to assist with determining facilities to be included in preliminary project design alternatives.

The Complete Streets Project Sheet will be a 'key document' in the Project Advancing Transportation through Linkages, Automation, and Screening (ATLAS) workbench, allowing all personnel working on the project throughout the development process to refer to the information. Project ATLAS features a workbench tool to organize technical reports and data needed during project delivery. As part of the Workbench structure, the Project Manager will be responsible for documenting how complete street elements are reflected in the project design.

### 2.1 Project Scoping

The Project Engineer shall coordinate with NCDOT's Integrated Mobility Division (IMD) on all programmed highway projects. The Integrated Mobility Division will participate in scoping meetings and provide a written summary memo identifying facility recommendations and design guidance as appropriate.

### 2.2 Bridge Projects

The Complete Streets Project Sheet will be integrated into the Structures Management Planning Process for bridge replacements and refurbishments. Until that step is complete, project managers will communicate with the Integrated Mobility Division through scoping requests to incorporate complete streets elements in bridge designs. This will occur for each bridge replacement project undertaken by NCDOT.

Due to the long useful life of bridges, on bridges with shoulder approach sections, where:

- a pedestrian need is identified through an adopted plan, sufficient deck space will be made available on the replacement bridge for future construction of sidewalks.
- a bicycle need is identified through an adopted plan, sufficient width for bike facilities will be provided.
- a multi-use path or sidepath need is identified through an adopted plan, sufficient width for the appropriate facility will be provided on and/or below the structure.

### 2.3 Equal or Better Performance of Facility

Conditions often change between the time a project is added to the STIP and the when the project development process begins that may support the incorporation of a different type of bicycle or pedestrian improvement than shown in an adopted plan. NCDOT will review an alternative facility to the bicycle and/or pedestrian facility type proposed in the adopted plan upon the written request of the local representatives. An alternative facility will be evaluated by the Complete Streets Review Team based on:

- purpose and need of the proposed facilities
- current or anticipated land use context of the project area
- traffic count data
- design speed
- crash history
- topographic and geometric features of the roadway
- safety

Project Managers will consult with the Complete Streets Program Administrator to request evaluation of an alternative facility. The decision of the Complete Streets Review Team will be documented in the Complete Streets Project Sheet.

### **3 Resurfacing and Maintenance Activities**

#### **3.1 Scheduled Resurfacing**

Each year, a county-level resurfacing schedule is developed within each NCDOT Division. NCDOT Division staff will meet with local agencies to review the scheduled roadways and identify locations to evaluate Complete Streets improvements. These may include striping, markings and associated signage.

The following process shall be followed to review resurfacing projects for complete street improvements:

- The Operations Program Management Unit will coordinate with the Integrated Mobility Division to identify planned facilities within the project limits suitable for implementation in conjunction with maintenance activities.
- Identified locations for Complete Streets improvements will be noted on the resurfacing list distributed to each unit of local government.
- The local government concurrence with recommended Complete Streets improvements will be provided to the local NCDOT Division in writing.
- Completed improvements will be incorporated into the Pedestrian and Bicycle Infrastructure Network (PBIN) and ATLAS upon completion.

#### **3.2 Addition of Rumble Strips**

Rumble strips (raised traffic bars), asphalt concrete dikes, reflectors, and other such surface alterations, where installed on roadways without full access control, will be placed in a manner as not to present hazards to bicyclists or interfere with existing on-road bicycle facilities. Rumble strips shall not be extended across the shoulder of the roadway or other areas intended for bicycle travel.

### **4 Work Zone Accommodations**

The continuity of existing bicycle and pedestrian facilities will be maintained during construction and maintenance activities. During the construction phase of a roadway project, NCDOT's [Guidelines for the Level of Pedestrian Accommodation in Work Zones](#) will be followed.

## 5 Policy References

### 5.1 Eliminated Policies

The following policy documents are superseded by the Complete Streets Policy (2019):

- *Complete Streets Policy* (2009) and *Complete Streets Planning and Design Guidelines* (2012)
- *Bicycle Policy* (2009, update)
- *Pedestrian Policy Guidelines* (2001)
- *Administrative Action to Include Local Adopted Greenway Plans in the NCDOT Highway Planning Process* (1994)

### 5.2 Related Policies

The following policy documents include elements related to Complete Streets implementation:

- *Traditional Neighborhood Development Manual* (2000)
- *Bridge Policy* (2000)
- *Policy on Street and Driveway Access to North Carolina Highways* (2003)
- *Exceptions to Maintenance Responsibilities on State Highway System Streets in Municipalities* (2003)
- *Subdivision Roads: Minimum Construction Standards* (2010, updated May 2016)
- *Guidelines for Inclusion of Greenway Accommodation Underneath a Bridge as Part of a NCDOT Project* (2015)

## 6 Cost Share

### 6.1 Complete Street Cost Share

The table below illustrates the funding responsibilities for Complete Streets incorporating bicycle and pedestrian and roadway public transportation facilities.

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

Bicycle and pedestrian and public transportation facilities that appear in a state, regional or locally adopted transportation plan will be included as part of the proposed roadway project. NCDOT will fully fund the cost of designing, acquiring right of way, and constructing the identified facilities.

Bridges will not be included in the total project construction cost for cost-sharing purposes. NCDOT is responsible for the full cost of bridges.

Where an alternative facility requiring equal or lesser right-of-way is deemed to perform on an equal or better basis with concurrence by the Integrated Mobility Division, NCDOT shall construct the alternative facilities no cost share by the local jurisdiction.

## **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.

## **6.3 Betterment**

A roadway project betterment is defined as:

- A requested bicycle, pedestrian or public transportation improvement that exceeds the recommendations appearing in a state or locally adopted plan requiring additional roadway width and/or right-of-way
- Aesthetic materials and treatments, if this cost is determined to exceed the cost of standard construction materials
- Landscaping in excess of standard treatments
- Lighting in excess of standard treatments

The additional costs associated with inclusion of these elements in a roadway project are the responsibility of the local jurisdiction, executed through a local agreement.

## **6.4 Betterment Cost Share Formula**

Bicycle and pedestrian facilities incidental to a roadway project where a need has been identified through the project scoping process but not identified in a locally adopted plan may be included in the project. Inclusion of these incidental facilities requires the local jurisdiction to share the incremental cost of constructing the identified improvements.

NCDOT will estimate the incremental cost of proposed improvements. The percentage of the total cost share for these improvements will be based on the table below according to the population of the jurisdiction in the most recent [annual certified estimated of population](#) as determined by the state demographer, and executed through a local agreement.

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%

## 7 Design Guidance

The NCDOT **Roadway Design Manual** will serve as the authoritative reference for Complete Streets design. Cross-sections from the Manual will be used in stages of project planning, prioritization and development.

American Association of State Highway Transportation Officials (**AASHTO**) guides will serve as authoritative references for street design and will be used in coordination with the NCDOT Roadway Design Manual.

National Association of City Transportation Officials (**NACTO**) guides will serve as supplemental references for street design and will be used in coordination with the NCDOT Roadway Design Manual and AASHTO guides.

## 8 Administration of the Policy

The Complete Streets Core Technical Team (CTT) will meet quarterly to oversee the implementation of Complete Streets. The primary role of the CTT will be to review and maintain the Implementation Guide, recommend updates and process improvements and establish performance metrics for implementation. The CTT will direct the implementation of recommendations contained within the NCDOT Complete Streets 2.0 Recommendations document.

The CTT is comprised of the following units.

- ADA/Title VI Office
- Integrated Mobility Division
- Chief Deputy Secretary's Office
- Division of Highways
- Environmental Policy Unit
- Mobility & Safety
- Planning & Programming
- Rail Division
- Roadway Design Unit
- Technical Services
- Transportation Planning Division

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 5A:

## Division Project Updates

Division 13 Updates: <http://fbrmpo.org/wp-content/uploads/2019/07/D13-August-2019-Updates-Projects-In-Development.pdf>

Division 14 Updates: <http://fbrmpo.org/wp-content/uploads/2019/08/D14-August-2019-Updates.pdf>

# Item 5B:

## TPD Updates

# Item 5C:

## FHWA/FTA Updates

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 5D:

## Committee & Workgroup Updates

**Prioritization Subcommittee**—September meeting on Land Use Study updates, SPOT, MTP; next meeting October 1st

**Regional Trail Working Group**—Met in August, next meeting TBD

**Transit Operators' Workgroup**—Met September 13<sup>th</sup>

**Citizens' Advisory Committee**- Next meeting in October.

**Recommended Actions:**  
Accept the reports.

# Item 5E:

## Legislative Updates